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OPERATIONS OF THE BUREAU OF ANIMAL INDUSTRY.

LETTER

FROM

THE SECRETARY OF AGRICULTURE,

TRANSMITTING

*The report of the operations of the Bureau of Animal Industry for the
fiscal year ended June 30, 1895.*

DECEMBER 24, 1895.—Referred to the Committee on Agriculture and ordered to be
printed.

DEPARTMENT OF AGRICULTURE,
OFFICE OF THE SECRETARY,
Washington, D. C., December 20, 1895.

SIR: I have the honor to transmit herewith the report of the operations of the Bureau of Animal Industry for the fiscal year ended June 30, 1895, in compliance with the requirements of section 11 of the act approved May 29, 1884, for the establishment of that Bureau.

Very respectfully,

J. STERLING MORTON,
Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

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OPERATIONS OF THE BUREAU OF ANIMAL INDUSTRY FOR THE YEAR ENDED JUNE 30, 1895.

MEAT INSPECTION.

The inspection of meat has been during the whole fiscal year the most extensive and urgent work in which the Bureau has been engaged. Every effort has been made to inspect all the animals slaughtered for the interstate and foreign trade at the cities where the inspection has been inaugurated. Sheep and calves have been included to a greater extent than in former years.

The number of animals inspected at the abattoirs was 18,575,969, consisting of 3,752,111 cattle, 1,137,300 sheep, 109,641 calves, and 13,576,917 hogs. During the preceding year the total number inspected was 12,944,056. The increase has consequently been 5,631,913, or about 43 per cent. In addition to this, an antemortem inspection was made in the stock yards on 5,102,721 animals.

The force of inspectors was placed in the classified service by order of the President at the beginning of the fiscal year. This force has been increased as rapidly as was warranted by the list of eligibles obtained by the Civil Service Commission through its examinations. The inspectors and assistant inspectors appointed from this source have been in nearly all cases intelligent, competent, and faithful men.

The cost of this inspection was \$262,731.34, or an average of 1.1 cents per animal inspected. The cost of the inspection per head has been steadily decreased. In 1893 it was $4\frac{3}{4}$ cents per head, and in 1894 it was $1\frac{3}{4}$ cents.

The inspection was maintained at 55 abattoirs, situated in 18 different cities. During the preceding year the inspection was conducted at 46 abattoirs in 17 cities. The inspection was more complete and thorough at all points than it has been during any previous year.

MICROSCOPIC INSPECTION OF PORK.

There were 45,094,598 pounds of microscopically examined pork exported during the year, as compared with 35,437,937 pounds in 1894 and 20,677,410 pounds in 1893. There were 905,050 carcasses and 1,005,365 pieces examined, making a total of 1,910,415 specimens for the microscopical force to inspect. The cost of this branch of the inspection was \$93,451.10, and the average cost per specimen examined was 4.9 cents. In 1893 the cost per specimen was $8\frac{3}{4}$ cents, and in 1894 it was $6\frac{5}{9}$ cents. There was, consequently, a reduction of 25 per cent in the cost of inspection in 1894 as compared with 1893, and a further reduction of 25 per cent in 1895 as compared with 1894. The cost of inspection per pound of inspected meat exported was reduced from 0.248 cent in 1894 to 0.2 cent in 1895.

INSPECTION OF EXPORT ANIMALS.

The number of cattle inspected for the export trade was 657,756, as against 725,243 during the previous year. The number actually exported was 324,299. The number of cattle exported in 1894 was 363,535, and there was, consequently, a falling off of 39,236 head. Of the cattle inspected, 1,060 were rejected for exportation, as compared with 184 in the preceding year.

The number of sheep inspected for the export trade was 704,044, the number exported being 350,808. The exports of sheep in 1894 were 85,809. The increase has, therefore, been 264,999, or over 300 per cent.

It is seen from the above statement that 1,361,800 head of animals were inspected for the export trade, and that a total of 675,107 animals were exported. All of the cattle were tagged with numbers, and these were registered, in order that individual animals might be identified, if necessary.

It has been found somewhat embarrassing to certify to the healthfulness of sheep under present conditions, as, although healthy when inspected, they sometimes become affected with scab before they are landed. The crowding of large numbers of these animals together on board ship, together with the atmosphere by which they are surrounded, favors the rapid development of scab, and in case any of the parasites of this disease are present there is an extraordinary development of the symptoms during the voyage. Flocks which were carefully examined and found free from any symptoms of disease at the time of loading were discovered to be badly affected when they were landed in European countries.

Long and careful consideration has been given to the different measures that might possibly be adopted to prevent infection with this disease. No doubt some of these sheep are infected in cars which had previously carried diseased animals, others are infected in stock yards through which they pass, and still others may be infected from the ships. It is evident that to guard against all these sources of infection comprehensive regulations are required that will secure disinfection of ships, cars, and stock yards, and, most important of all, that will prevent the shipment of diseased sheep to market.

VESSEL INSPECTION.

The vessels carrying the exported cattle and sheep were all inspected by the officers of this Bureau, in accordance with the act of Congress approved March 3, 1891. New and revised regulations were issued embodying the amendments which had been suggested by practical experience during the time the law has been in operation.

The losses during the year have been unusually heavy. The record, which had previously shown smaller and smaller losses during each succeeding year that the Department regulations were in force, has been so completely changed that an investigation has been commenced to determine whether any part of these losses was due to noncompliance with the regulations.

Of the cattle exported to Great Britain, 294,331 were inspected at the time of landing, and the loss in transit was found to have been 1,836, or 0.62 per cent, as compared with 0.37 per cent in 1894. The number of sheep inspected after landing was 310,138, and there had been lost out of these shipments 8,480, or 2.66 per cent, as compared with 1.29 per cent in 1894. The losses were due to a variety of acci-

dents, some of which apparently could not have been avoided. Others appear to have resulted from insecure fittings. There are some vessels which do not regularly carry animals, but occasionally take a consignment when good freight rates can be obtained or when other cargo is not available. With these the fittings must necessarily be of a temporary character, and can not be given the security which is obtained with the permanent fittings of the regular cattle boats. If it appears after careful investigation that the losses are due to temporary or otherwise insecure fittings, it is evident that a more rigid inspection must be enforced, and that vessels which are unsafe must be denied the privilege of carrying live animals.

STOCK YARDS INSPECTION.

The stock yards inspection service is maintained to prevent the spread of contagious diseases through the channels of interstate commerce. At present Texas or Southern cattle fever is the only disease controlled by this inspection. With the further development of the force engaged in this work it will probably be found advisable to include other diseases, such as sheep scab, hog cholera, and tuberculosis. It is probable that the ravages of the first two of these diseases may be very materially reduced by guarding against the contamination of animals in transit; and that, after our people had experienced the benefits to be derived from such measures, they would be no more willing to dispense with them than they now would be to go back to the methods under which the stock yards and cars were continually infected with Texas fever.

During the quarantine season, from February 15 to December 1, 1894, there were received from the infected district and inspected at the quarantine pens, 30,531 carloads of cattle, containing 826,098 animals. There were 8,958 carloads inspected in transit, and 28,650 cars cleaned and disinfected under supervision of the inspectors. There were also inspected 156,660 cattle from the noninfected section of Texas, which were shipped or driven to Northern States for grazing and feeding purposes. It was necessary to identify the brands of these cattle to determine if they could be safely used for this purpose.

The cost of the Texas fever and export inspection was \$104,492.46. Assuming that half of this should be charged against the inspection of export animals, the cost of inspecting the 675,107 cattle and sheep exported would be \$52,246.23, or 7.74 cents per head. The average cost during the preceding year, computed in the same manner, was 10.75 cents. The number of individual inspections made on these animals was 1,361,800 in this country, and 604,469 in Great Britain, a total of 1,966,269. This gives an average cost of 2.66 cents for one inspection of each individual animal.

The country continues free from contagious pleuro-pneumonia. The efficiency of the stock-yards inspection and the large number of cattle examined at time of slaughter permits this statement to be made in the most emphatic manner.

INSPECTION AND QUARANTINE OF IMPORTED ANIMALS.

The number of animals imported and quarantined during the year was as follows: At the Garfield station, 142 cattle, 146 sheep, 23 swine, 3 moose, and 9 India cattle; at Littleton, 12 sheep; at Buffalo, 366 cattle; at Port Huron, 1 head of cattle. Altogether 702 imported animals were held in quarantine for the prescribed period. There were inspected 293,594 animals imported from Canada, but not subject to quarantine,

as follows: Sheep, 292,613; swine, 908; cattle, 48; moose, 5. There were also inspected 63,716 Mexican cattle, imported into the United States from January 1 to June 30, 1895.

SCIENTIFIC WORK.

Important scientific investigations have been in progress which have yielded valuable results, while with others the objective point has not yet been reached.

A subject of investigation which promised well was the application of mixtures to Southern cattle with the idea of destroying the ticks upon them and thus avoiding the danger of disseminating Texas fever. A considerable number of insecticides have been experimented with and marked progress has been made, but a thoroughly reliable mixture for this purpose has not yet been discovered. It is probably only a question of time and research when such a discovery will be made. The mixtures so far used which kill all of the ticks are too irritating to the skin of the cattle, while on the other hand those which are not irritating to the cattle do not kill all of the ticks.

Investigations concerning the nature of various animals' diseases, particularly of a hitherto undescribed but very destructive disease of turkeys, will be published in special bulletins.

During the fiscal year ended June 30, 1895, the laboratory has sent out on application of the proper State authorities tuberculin sufficient to test 35,000 cows and mallein sufficient to test 1,200 horses.

PUBLICATIONS.

There have been published during the fiscal year the following reports, bulletins, and circulars:

Report of the Chief of Bureau of Animal Industry for 1893. (Reprint.)

Bulletin No. 7.—Investigations Concerning Bovine Tuberculosis.

Circular of Information No. 1.—Directions for the Sterilization of Milk.

Circular of Information No. 2.—Wheat as a Food for Growing and Fattening Animals.

Farmers' Bulletin No. 24.—Hog Cholera and Swine Plague.

Appended hereto are Tables A, B, and C, Table A showing the rapid development of the meat-inspection service and the exportation of microscopically inspected pork; B, copies of the orders and regulations issued for conducting the work of the Bureau; and C, giving the cost of the various branches of the work for the fiscal year with a list of persons employed, the amount paid to each, and the expenditures for the year in detail.

TABLE A.

Number of animals inspected at time of slaughter, by fiscal years.

	1891.	1892.	1893.	1894.	1895.
Beef cattle.....	83,891	3,167,009	3,922,174	3,862,111	3,752,111
Calves.....		57,089	92,947	96,331	109,641
Sheep.....		583,361	870,512	1,020,764	1,137,300
Hogs.....				7,964,850	13,576,917
Total.....	83,891	3,809,459	4,885,633	12,944,056	18,575,969

Exports of microscopically inspected pork, by fiscal years.

	1892.	1893.	1894.	1895.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
To countries requiring inspection	22, 025, 698	8, 059, 758	18, 845, 119	39, 355, 230
To countries not requiring inspection	16, 127, 176	12, 617, 652	16, 592, 818	5, 739, 368
Total	38, 152, 874	20, 677, 410	35, 437, 937	45, 094, 598

B.—ORDERS AND REGULATIONS ISSUED FOR CONDUCTING THE WORK OF THE BUREAU.

Regulations concerning cattle transportation.

UNITED STATES DEPARTMENT OF AGRICULTURE,

OFFICE OF THE SECRETARY,

Washington, D. C., February 5, 1895.

*To the Managers and Agents of Railroad and Transportation
Companies of the United States, Stockmen, and Others:*

In accordance with section 7 of the act of Congress approved May 29, 1884, entitled "An act for the establishment of a Bureau of Animal Industry, to prevent the exportation of diseased cattle, and to provide means for the suppression and extirpation of pleuropneumonia and other contagious diseases among domestic animals," and of the act of Congress approved August 8, 1894, making appropriation for the Department of Agriculture for the fiscal year ended June 30, 1895, you are hereby notified that a contagious and infectious disease known as splenetic or Southern fever exists among cattle in the following-described area:

All that country lying east and south of a line commencing at the extreme western point of the county of Contra Costa, State of California; thence in an easterly direction along the northern boundaries of Contra Costa and San Joaquin counties to the western boundary of Amador County; thence north along the western boundary of Amador County to the southwestern corner of Eldorado County; thence east along the southern boundary of Eldorado County to the boundary line of the State of California; thence southeasterly along the eastern boundary of California to the western boundary of Arizona; thence south along the western boundary of Arizona to the southwestern corner of Arizona; thence easterly along the southern boundaries of Arizona and New Mexico to the Rio Grande River; thence southeasterly along the Rio Grande River to the southwestern corner of the county of Foley, State of Texas, continuing along the Rio Grande River in a northeasterly direction to the southwestern corner of the county of Pecos; thence following the western boundary of Pecos County to the southeast corner of Reeves County; thence following the boundary line between the counties of Pecos and Reeves to the Pecos River; thence southeasterly following the said Pecos River to the northwest corner of Crockett County; thence easterly along the northern boundaries of Crockett and Schleicher counties to the southeastern corner of Irion County; thence northerly along the eastern boundary of Irion County to the northeast corner of said county; thence northerly to the southern boundary of Coke County; thence westerly to the southwestern corner of Coke County; thence northerly along the western boundary of Coke County to the southern boundary of Mitchell County; thence easterly to the southeastern corner of Mitchell County; thence northerly along the western boundary of Nolan County to the northwest corner of Nolan County; thence easterly along the northern boundary of said county to the southwestern corner of Jones County; thence northerly along the western boundary of Jones County to the southern boundary of Stonewall County; thence easterly along the northern boundaries of Jones and Shackelford counties to the southwestern corner of Throckmorton County; thence northerly along the western boundaries of Throckmorton, Baylor, and Wilbarger counties to the Red River; continuing along the Red River in a southeasterly direction to the southeast corner of the county of Greer, Territory of Oklahoma; thence northerly following the course of the North Fork of the Red River to its intersection with the southern boundary line of Roger Mills County; thence easterly along the southern boundary of Roger Mills and Washita counties to the southeastern corner of Washita County; thence northerly along the eastern boundary of Washita County to the northeast corner of said county; continuing in a northerly direction along the eastern boundary of the county of G to the southwestern corner of the county of Blaine; thence easterly along the

southern boundary of Blaine County to the southeast corner of said county; thence north on the eastern boundary of said county to the northwest corner of Canadian County; thence east on the northern boundary of said county to the northeast corner of said county; thence north along the eastern boundary of Kingfisher County to the northeastern corner of said county; thence east along the southern boundary of O County to the southeast corner of said county; thence north along the eastern boundary of O County to the northeast corner of said county; thence east along the southern boundary of K County to the west line of the Ponca Indian Reservation; thence north on the west line of said reservation to the northwest corner of said reservation; thence east along the northern boundary of the Ponca Reservation to the Arkansas River; thence in a northerly direction following the course of said river to its intersection with the thirty-seventh parallel of north latitude at the southern boundary line of Kansas; thence east along the southern boundary of the State of Kansas to the southwest corner of Cherokee County, State of Kansas; thence northerly along the western boundary of the county of Cherokee to the northwest corner of said county; thence easterly along the northern boundary of said county to the State of Missouri; thence easterly along the northern boundary of the county of Jasper in the State of Missouri to the northeast corner of said county; thence southerly along the eastern boundary of the counties of Jasper and Newton in said State to the southeast corner of Newton County; thence westwardly along the southern boundary of the county of Newton to the eastern boundary line of Indian Territory; thence southerly along the eastern boundary of the Indian Territory to the southwestern corner of Washington County, State of Arkansas; thence easterly along the southern boundaries of the counties of Washington, Madison, Newton, Searcy, and Stone to the western boundary of Independence County; thence southerly along the western boundary of Independence County to the southwest corner of Independence County; thence easterly along the southern boundary of Independence County to the southeast corner of Independence County; thence northerly along the eastern boundary of said county to the northeast corner of said county; thence easterly along the southern boundary of Lawrence County to the southeast corner of said county; thence northerly along the eastern boundary of said county to the southwestern corner of Greene County; thence easterly along the southern boundary of Greene County to the southern boundary of the State of Missouri, and along said southern boundary of the State of Missouri to the Mississippi River; thence southerly along the Mississippi River to the northwestern corner of the county of Shelby, State of Tennessee; thence along the northern boundary of the county of Shelby to the northeastern corner of said county; thence northerly along the western boundary of Fayette County to the northwest corner of Fayette County; thence easterly along the northern boundary of Fayette County to the northeast corner of said county; thence northerly along the western boundary of Hardeman County to the northwest corner of said county; thence easterly along the southern boundary of Haywood County to the southeast corner of said county; thence northerly along the eastern boundary of Haywood County to the northeast corner of said county; thence in a northeasterly direction along the western boundary of Madison County to the northwestern corner of said county; thence easterly along the northern boundary of said county to the northeast corner of said county; thence northerly along the western boundary of Henderson County to the northwest corner of said county; thence easterly along the northern boundary of said county to the northeast corner of said county; thence northerly along the western boundary of Decatur County to the northwest corner of said county; thence easterly along the northern boundary of said county to the Tennessee River; thence following the Tennessee River in a southerly direction to the southwest corner of the county of Perry; thence east along the southern boundary of Perry County to the southeast corner of said county; thence easterly along the northern boundary of Wayne County to the northeastern corner of said county; thence southerly along the eastern boundary of Wayne County to the boundary line of the State of Tennessee; thence easterly along the southern boundary of the State of Tennessee to the western boundary of the State of North Carolina; thence along the southern boundaries of the counties of Cherokee, Clay, Macon, Jackson, and Transylvania, State of North Carolina, to the southeast corner of the county of Transylvania; thence northwesterly along the eastern boundary of Transylvania County to the southwest corner of the county of Buncombe; thence in a northeasterly direction following the Blue Ridge Mountains to the southwestern corner of the county of Amherst, State of Virginia; thence southeasterly along the southern boundary of the county of Amherst to the western boundary of the county of Appomattox; thence in a northeasterly direction along the western boundaries of the counties of Appomattox, Buckingham, Fluvanna, and Louisa to the southern boundary of

the county of Orange; thence easterly along the southern boundary of the county of Orange to the western boundary of the county of Spottsylvania; thence in a southeasterly direction along the western boundaries of the counties of Spottsylvania and Caroline to the northwestern corner of King William County; thence in a northeasterly direction along the southern boundary of the county of Caroline to the eastern boundary of said county; thence southerly along the eastern boundary of King and Queen County to the southwest corner of Essex County; thence along the southern boundaries of Essex and Richmond counties to the southeast corner of Richmond County; thence northerly along the eastern boundary of said county to the northeast corner of Northumberland County; thence in a northeasterly direction along the northern boundary of said county to the Potomac River; thence following the Potomac River southerly to the Chesapeake Bay; thence easterly along the southern boundary of the State of Maryland to the Atlantic Ocean.

From the 15th day of February to the 1st day of December, 1895, no cattle are to be transported from said area to any portion of the United States north or west of the above-described line, except by rail for immediate slaughter, and when so transported the following regulations must be observed:

1. When any cattle in course of transportation from said area are unloaded north or west of this line to be fed or watered, the places where said cattle are to be so fed or watered shall be set apart and no other cattle shall be admitted thereto.

2. On unloading said cattle at their points of destination, pens shall be set apart to receive them, and no other cattle shall be admitted to said pens; and the regulations relating to the movement of Texas cattle, prescribed by the cattle sanitary officers of the State where unloaded, shall be carefully observed. The cars that have carried said stock shall be cleansed and disinfected before they are again used to transport, store, or shelter animals or merchandise.

3. All cars carrying cattle from said area shall bear placards stating that said cars contain Southern cattle, and each of the waybills of said shipments shall have a note upon its face with a similar statement. Whenever any cattle have come from said area and shall be reshipped from any point at which they have been unloaded to other points of destination, the cars carrying said animals shall bear similar placards with like statements, and the waybills be so stamped. At whatever point these cattle shall be unloaded they shall be placed in separate pens, to which no other cattle shall be admitted.

4. The cars used to transport such animals, and the pens in which they are fed and watered, and the pens set apart for their reception at points of destination, shall be disinfected in the following manner:

(a) Remove all litter and manure. This litter and manure may be disinfected by mixing it with lime or diluted sulphuric acid, or, if not disinfected, it may be stored where no cattle can come into contact with it until after December 1.

(b) Wash the cars and the feeding and watering troughs with water until clean.

(c) Saturate the walls and floors of the cars and fencing, troughs and chutes of the pens with a solution made by dissolving 4 ounces of chloride of lime to each gallon of water. Or disinfect the cars with a jet of steam under a pressure of not less than 50 pounds to the square inch.

5. It is further expressly provided that cattle which have been in the counties of Wilbarger, Baylor, Throckmorton, Shackelford, Jones, Nolan, Coke, and the northern half of Pecos County, State of Texas, since January 1, 1895, and have not come into contact with any cattle brought into said counties from any other counties in the infected area since that date, may be moved from the said counties by rail into the States of Colorado, Wyoming, Montana, North Dakota, and South Dakota, in accordance with the regulations made by said States for the admission of Southern cattle thereto: *Provided*—

(a) That a permit shall first be obtained from the Secretary of Agriculture for such movement. The application for said permit must state the name of the county in which said cattle are located, the name of the owner of said cattle, the number of cattle to be moved, and the route over which said cattle are to be transported to the above-named States.

(b) That said permit shall be forwarded to the inspector of the Department stationed at Kansas City, Mo., who will detail an officer to inspect said cattle and ascertain whether they are entitled to be shipped under the provisions of this order, and who, upon finding that the same are so entitled, will countersign said permit and supervise the movement of said cattle to point of shipment. The said officer before delivering such permit shall obtain affidavits of the owner or manager of the cattle and of two reputable and disinterested persons, showing that they are acquainted with the cattle sought to be shipped, and that they have known said cattle since January 1, 1895, and that said cattle have been kept in the territory described above and have not come into contact with any other Southern cattle. These affidavits will be forwarded by him to the Department of Agriculture.

(c) That cattle from said area shall go into said States only for slaughter or grazing, and shall on no account be reshipped from said States into any other State or Territory of the United States before December 1, 1895.

(d) That all cars which have carried cattle from said area shall, upon unloading, at once be cleaned and disinfected in the manner provided by these regulations.

(e) That the State authorities of the States of Colorado, Wyoming, Montana, North Dakota, and South Dakota agree to enforce these provisions.

The losses which formerly occurred to the owners of susceptible cattle, both in the interstate and export trade, by the contraction of this disease from exposure in unclean and infected cars and pens and by means of the manure carried in unclean cars from place to place became a matter of grave and serious concern to the cattle industry of the United States until this danger was removed by the inspection of this Department. It is absolutely essential, therefore, that this cattle industry should continue to be protected as far as possible by separating the dangerous cattle and by the adoption of efficient methods of disinfection.

Inspectors will be instructed to see that disinfection is properly done, and it is expected that transportation companies will promptly put into operation the above methods.

J. STERLING MORTON, *Secretary.*

Order and regulations for the inspection of cattle and sheep for export.

UNITED STATES DEPARTMENT OF AGRICULTURE,
OFFICE OF THE SECRETARY,
Washington, D. C., February 7, 1895.

The following order and regulations are hereby made for the inspection of neat cattle and sheep for export from the United States to Great Britain and Ireland and the continent of Europe, by virtue of the authority conferred upon me by section 10 of the act of Congress approved August 30, 1890, entitled "An act providing for an inspection of meats for exportation, prohibiting the importation of adulterated articles of food or drink, and authorizing the President to make proclamation in certain cases, and for other purposes":

1. The Chief of the Bureau of Animal Industry is hereby directed to cause careful veterinary inspection to be made of all neat cattle and sheep to be exported from the United States to Great Britain and Ireland and the continent of Europe.

2. This inspection will be made at any of the following-named stock yards: Kansas City, Mo.; Chicago, Ill.; Buffalo, N. Y.; Pittsburg, Pa., and at the following ports of export, viz: Portland, Me.; Baltimore, Md.; Boston and Charlestown, Mass.; New York, N. Y.; Philadelphia, Pa., and Norfolk and Newport News, Va. All cattle shipped from any of the aforesaid yards must be tagged before being shipped to the ports of export. Cattle arriving at ports of export from other parts of the United States will be tagged at said ports.

3. After inspection at the aforesaid stock yards all cattle found free from disease and shown not to have been exposed to the contagion of any disease shall be tagged under the direction of the inspector in charge of the yards. After tagging the cattle will be loaded into cleaned and disinfected cars and shipped through from said yards in said cars to the port of export.

4. All animals shall be reinspected at the port of export. All railroad companies will be required to furnish clean and disinfected cars for the transportation of cattle and sheep for export, and the various stock yards located at the ports of export shall keep separate, clean, and disinfected yards for the reception of export animals only.

5. Shippers shall notify the inspector in charge of the yards of intended shipments of cattle, and shall give to the said inspector the locality from which said animals have been brought, and the name of the feeder of said animals, and such other information as may be practicable for proper identification of the place from which said animals have come.

6. The inspector, after passing and tagging said cattle, shall notify the inspector in charge of the port of export of the inspection of said animals, giving him the tag numbers and the number and designation of the cars in which said animals are shipped.

7. Export animals, whenever possible, shall be unloaded at the port of export from the cars in which they have been transported directly at the wharves from which they are to be shipped. They shall not be unnecessarily passed over any highway, or removed to cars or boats which are used for conveying other animals. Boats transporting said animals to the ocean steamer must be first cleansed and disinfected under the supervision of the inspector of the port, and the ocean

steamer must, before receiving said animals, be thoroughly cleansed or disinfected in accordance with the directions of said inspector. When passage upon or across the public highway is unavoidable in the transportation of animals from the cars to the boat, it must be under such careful supervision and restrictions as the inspector may direct.

8. Any cattle or sheep that are offered for shipment to Great Britain or Ireland or the continent of Europe which have not been inspected and transported in accordance with this order and regulations, or which having been inspected are adjudged to be infected, or to have been exposed to infection so as to be dangerous to other animals, shall not be allowed to be placed upon any vessel for exportation.

9. The supervision of the movement of cattle from cars and yards to the ocean steamer at the ports of export will be in charge of the inspector of the port. No ocean steamer will be allowed to receive more cattle or sheep than it can comfortably carry. Overcrowding will not be permitted.

10. The inspector at the port of export will notify the collector of the port of the various shipments of cattle or sheep that are entitled to clearance papers, and certificates of the inspection of said animals will be given to the consignors for transmission with the bills of lading.

J. STERLING MORTON, *Secretary*.

Regulations for the inspection and quarantine of neat cattle, sheep, and other ruminants, and swine, imported into the United States.

UNITED STATES DEPARTMENT OF AGRICULTURE,
OFFICE OF THE SECRETARY,
Washington, D. C., February 11, 1895.

In pursuance of sections 7, 8, and 10 of the act of Congress entitled "An act providing for the inspection of meats for exportation, and prohibiting the importation of adulterated articles of food or drink, and authorizing the President to make proclamation in certain cases, and for other purposes," approved August 30, 1890, the following regulations are hereby prescribed for the inspection and quarantine of neat cattle, sheep, and other ruminants, and swine, imported into the United States, and all previous regulations prescribed for such inspection and quarantine are hereby rescinded:

1. With the approval of the Secretary of the Treasury the following-named ports are hereby designated as quarantine stations, and all cattle, sheep, and other ruminants and swine imported into the United States must be entered through said ports, viz: On the Atlantic seaboard, the ports of Boston, New York, and Baltimore; on the Pacific seaboard, San Diego, Cal.; along the boundary between the United States and Mexico, Nogales, Ariz.; El Paso, Eagle Pass. and Laredo, Tex.; along the border or boundary line between the United States and British Columbia and Canada, through the custom ports of Vanceboro and Houlton, Me.; Richford, Newport, St. Albans, Island Pond, and Beecher Falls, Vt.; Ogdensburg, Rouses Point, Buffalo, Charlotte, and Suspension Bridge, N. Y.; Detroit and Port Huron, Mich.; Minnesota, Minn., and Puget Sound, Wash.

2. The word "animals," when used in these regulations, refers to and includes all or any of the following kinds: Neat cattle, sheep, and other ruminants, and swine. The words "contagious diseases," when used in these regulations, includes and applies to all or any of the following diseases: Anthrax in cattle, sheep, goats, or swine; contagious pleuro-pneumonia in cattle; Texas or splenic fever in cattle; tuberculosis in cattle; foot-and-mouth disease in cattle, sheep, goats, and swine; rinderpest in cattle and sheep; sheep-pox, foot-rot, and scab in sheep; hog cholera, swine plague, and erysipelas in swine.

3. All cattle, sheep, and other ruminants imported into the United States from any part of the world shall be accompanied with a certificate from the local authority of the district in which said animals have been for one year next preceding the date of shipment, stating that no contagious pleuro-pneumonia, foot-and-mouth disease, or rinderpest has existed in said district for the past year. And all swine imported into the United States from any part of the world shall be accompanied with a similar certificate relating to the existence of foot-and-mouth disease, hog cholera, and erysipelas. All such animals shall also be accompanied with an affidavit by the owner from whom the importer has purchased them, stating that said animals have been in the district where purchased for one year next preceding the date of sale, and that none of the above-mentioned diseases have existed among them, nor among any animals of the kind with which they have come in contact, for one year last past, and that no inoculation has been prac-

ticed among said animals for the past two years. Also by an affidavit from the importer or his agent supervising the shipment, stating that they have not passed through any district infected with contagious diseases affecting said kind of animals; that they have not been exposed in any possible manner to the contagion of any of said contagious diseases, and that the animals, when not driven, have been shipped in clean and disinfected cars and vessels direct from the farm where purchased.

4. The foregoing certificate and affidavits must accompany said animals and be presented to the collector of customs at the port of entry, and by him be delivered to the inspector of the Bureau of Animal Industry stationed at said port, to allow them to be imported into the United States.

5. All neat cattle imported into the United States from any part of the world except Mexico, Central and South America, shall be subject to a quarantine of ninety days, counting from date of arrival at the quarantine station. All sheep and other ruminants and swine from any part of the world except North, Central, and South America shall be subject to a quarantine of fifteen days, counting from date of arrival at the quarantine station.

6. Any person contemplating the importation of animals from any part of the world except North, Central, and South America, or of cattle from the Dominion of Canada, must first obtain from the Secretary of Agriculture two permits, one stating the number and kind of animals to be imported, the port and probable date of shipment, which will entitle them to clearance papers on presentation to the American consul at said port of shipment; the other stating the port at which said animals are to be landed and quarantined and the approximate date of their arrival, and this will assure the reception of the number and kind specified therein at the port and quarantine station named at the date prescribed for their arrival, or at any time during three weeks immediately following, after which the permit will be void. These permits shall in no case be available at any port other than the one mentioned therein. Permits must be in the name of the owner of, or agent for, any one lot of animals. When more persons than one own a lot of animals for which permits have been issued, a release from quarantine will be given each owner for the number and kind he may own, and this release will be a certificate of fulfillment of quarantine regulations. Permits will be issued to quarantine at such ports as the importer may elect, so far as facilities exist at such port, but in no case will permits for importation at any port be granted in excess of the accommodations of the Government quarantine station at such port. United States consuls should give clearance papers or certificates for animals from their districts intended for exportation to the United States only upon presentation of permits as above provided, with dates of probable arrival and destination corresponding with said permits, and in no case for a number in excess of that mentioned therein. When such shipments originate in the interior of a foreign country, these permits should be submitted to the consul of that district and through the forwarding agent to the consul at the port of embarkation.

7. Cattle and sheep from the Dominion of Canada for export from the United States may be entered at the ports of Island Pond and Beecher Falls, Vt., in bond for Portland, Me., for export from the latter port only, provided said animals are accompanied by the health certificate and affidavits required by section 3; and provided further, that suitable pens are furnished by the railroad companies at the ports of entry for their unloading and proper inspection.

8. All animals imported into the United States shall be carefully inspected by an inspector of the Bureau of Animal Industry, and all animals found to be free from disease and not to have been exposed to any contagious disease shall be admitted into the United States, subject to the provisions for quarantine as established in paragraph 5. Whenever any animal is found to be affected with a contagious disease, or to have been exposed to such disease, said animal, and all animals that have been in contact with, or exposed to, said animal, will be placed in quarantine, and the inspector quarantining the same shall report at once to the Chief of the Bureau of Animal Industry, who will direct whether or not said animals quarantined shall be appraised and slaughtered, as provided by section 8 of the act under which these regulations are made. All animals quarantined by reason of disease or exposure to disease shall not be admitted to the established quarantine grounds, but shall be quarantined elsewhere, at the expense of the importer, or be dealt with in such a manner as the Chief of the Bureau of Animal Industry shall determine.

9. In case of imported animals proving to be infected, or to have been exposed to infection, such portions of the cargo or the vessel on which they have arrived as have been exposed to these animals or their emanations shall be subjected, under the direction of the inspector of the Bureau of Animal Industry, to disin-

fection in such manner as may be considered by said inspector necessary before it can be landed.

10. No litter, fodder, or other aliment, nor any ropes, straps, chains, girths, blankets, poles, buckets, or other things used for or about the animals, and no manure shall be landed, excepting under such regulations as the inspector shall provide.

11. On moving animals from the ocean steamer to the quarantine grounds they shall not be unnecessarily passed over any highways, but must be placed on cars at the wharves, or removed to the cars on a boat which is not used for conveying other animals. If such boat has carried animals within three months, it must be first cleaned and then disinfected under the supervision of the inspector, and after the conveyance of the imported animals the boat must be disinfected in the same manner before it may be again used for the conveyance of animals. When passage upon or across the public highway is unavoidable in the transportation of animals from the place of landing to the quarantine grounds, it must be under such careful supervision and restrictions as the inspector may, in special cases, direct.

12. The banks and chutes used for loading and unloading imported animals shall be reserved for such cattle, or shall be cleansed and disinfected as above before being used for such imported cattle.

13. The railway cars used in the transportation of animals to the quarantine grounds shall be either cars reserved for this exclusive use or box cars not otherwise employed in the transportation of animals or their fresh products, and after each journey with animals to the quarantine grounds they shall be disinfected by thorough cleansing and disinfection under the direction of the inspector.

14. While animals are arriving at the quarantine stations, or leaving them, all quarantine stock in the yards adjoining the alleyways through which they must pass shall be rigidly confined to their sheds. Animals arriving by the same ship may be quarantined together in one yard and shed, but those coming on different ships shall in all cases be placed in separate yards.

15. The gates of all yards of quarantine stations shall be kept locked, except when cattle are entering or leaving quarantine.

16. The attendants on animals in particular yards are forbidden to enter other yards and buildings, unless such are occupied by stock of the same shipment with those under their special care. No dogs, cats, or other animals, except those necessarily present, shall be allowed in the quarantine grounds.

17. The allotment of yards shall be under the direction of the inspector of the port, who shall keep a register of the animals entered with description, name of owner, name of vessel in which imported, date of arrival and release, and other important particulars.

18. The inspector shall see that water is regularly furnished to the stock, and the manure removed daily, and that the prescribed rules of the station are enforced.

19. Food and attendance must be provided by the owners of the stock quarantined. Employees of such owners shall keep the sheds and yards clean, to the satisfaction of the inspector.

20. "Smoking" is strictly forbidden within any quarantine inclosure.

21. No visitor shall be admitted to the quarantine station without special written permission from the inspector. Butchers, cattle dealers, and their employees are especially excluded.

22. No public sale shall be allowed within the quarantine grounds.

23. The inspector shall, in his daily rounds, as far as possible, take the temperature of each animal, commencing with the herds that have been longest in quarantine and ending with the most recent arrivals, and shall record such temperatures on lists kept for the purpose. In passing from one herd to another he shall invariably wash his thermometer and hands in a weak solution (1 to 100) of carbolic acid.

24. In case of the appearance of any disease that is diagnosed to be of a contagious nature, the inspector shall notify the Chief of the Bureau of Animal Industry, who shall visit the station personally or send an inspector, and on the confirmation of the diagnosis the herd shall be disposed of according to the gravity of the affection.

25. The yard and shed in which such disease shall have appeared shall be subject to a thorough disinfection. Litter and fodder shall be burned. Sheds, utensils, and other appliances shall be disinfected as the inspector may direct. The yard, fence, and manure box shall be freely sprinkled with a strong solution of chloride of lime. The flooring of the shed shall be lifted and the whole shall be left open to the air and unoccupied for three months.

26. In case of the appearance of any contagious disease the infected herd shall be rigidly confined to its sheds, where disinfectants shall be freely used, and the

attendants shall be forbidden all intercourse with the attendants in other yards, and with persons outside the quarantine grounds.

J. STERLING MORTON, *Secretary*.

[The designation of the ports named in the foregoing regulations as quarantine stations was approved by the Secretary of the Treasury on the 16th day of October, 1890, as provided by section 8 of the act of Congress approved August 30, 1890, providing for inspection of meats and animals.]

Regulations for the safe transport of cattle from the United States to foreign countries.

UNITED STATES DEPARTMENT OF AGRICULTURE,
OFFICE OF THE SECRETARY.
Washington, D. C., February 18, 1895.

Pursuant to the authority vested in the Secretary of Agriculture by virtue of the act of Congress approved March 3, 1891, entitled "An act to provide for the safe transport and humane treatment of export cattle from the United States to foreign countries, and for other purposes," the following regulations are hereby prescribed for vessels engaged in the transportation of cattle from the United States to foreign countries, and all previous regulations for similar export transportation are hereby rescinded:

1. Upon receipt of information from owners, agents, or master of any vessel desiring to transport cattle from any port in the United States, the Secretary of Agriculture will direct the inspector in charge of the port from which said vessel is to clear to examine said vessel, and if the same has complied with the regulations hereinafter prescribed a clearance will be authorized by the inspector.

SPACE.

2. Cattle or sheep must not be carried on any part of the vessel where they will interfere with the proper management of the vessel, or with the efficient working of the necessary lifeboats, or with the requisite ventilation of the vessel. Cattle must have 6 feet vertical space on all decks, free of all obstructions.

3. Cattle carried on the upper or spar deck must be allowed a space of 2 feet 6 inches in width by 8 feet in depth per head. Cattle loaded between decks must be allowed a space of 2 feet 8 inches in width by 8 feet in depth, except in the case of regular cattle ships with satisfactory ventilation which may fit with an allowance of 2 feet 6 inches in width. No more than four head of cattle will be allowed in each pen, except at the end of a row, where five may be allowed together: *Provided, however*, That cattle under 1,000 pounds in weight may be allowed a width of 2 feet 3 inches.

4. Vessels will be allowed to carry three deck loads of cattle, but where it is desired to carry cattle on the lower or steerage deck, it must in all cases be fitted at 2 feet 8 inches by 8 feet per head, and no cattle allowed upon hatches. Special permission for carrying cattle on steerage deck must be obtained from the inspector, which will be granted in cases where said deck is provided with sufficient ventilation, as hereinafter prescribed.

UPPER DECKS.

5. No cattle or sheep shall be allowed on the poop deck or within 20 feet of the breakwater on the spar deck between the 1st of October and the 1st of April. If cattle are carried on the bridge deck, proper runways shall be provided for loading and unloading.

(a) No cattle shall be carried on the upper decks where the outside rails measure less than 3 feet in height from the deck, nor from October 1 to April 1 upon steamers having free boards which measure less than 5 feet 6 inches vertical space (winter mark).

(b) When cattle are carried upon the upper decks strong breakwaters shall be erected at each end and on both sides. Permanent fittings may be constructed either of iron or wood, as hereinafter provided.

UPPER-DECK FITTINGS.

6. *Stanchions, wooden.*—Stanchions, at least 6 feet 4 inches high, must be of good sound spruce or yellow-pine lumber, 4 by 6 inches, placed at proper distances

from centers, against the ship's rail and inside stanchions, in their proper place directly in line with outboard stanchions, to be set up so that the 6-inch way of the stanchions shall set fore and aft. A proper tenon shall be cut on the head of the same to receive the thwart-ship beam; the tenon not to be less than 3 inches in length and the shoulder not less than $2\frac{1}{2}$ inches on each side of the stanchion, thus leaving the tenon $1\frac{1}{2}$ inches thick. A piece of 2 by 3 inch or 2-inch plank shall be fastened to the outside of stanchion and run up to underneath rail to chock stanchion down and prevent lifting when beam is sprung to crown of deck. Open-rail ships shall be blocked out on backs of stanchions fair with the outside of rails to receive the outside of planking. Where upper-deck fittings are not permanent, the heels of outside stanchions shall be secured by a bracing of 2 by 3 inch sound lumber from the back of each stanchion to shear streak or waterway, the heels of inside stanchions being properly braced from and to each other. Bulwark stanchions must also be extra stanchioned by raking shores running diagonally from the top of the stanchions to the deck.

(a) *Stanchions, iron.*—These may be used in place of wooden stanchions, and shall be not less than 2 inches in diameter, set in iron sockets above and below and fastened with $\frac{3}{4}$ -inch bolts.

(b) *Hook bolts or clamps.*—Hook bolts or clamps must be made of $\frac{3}{4}$ -inch wrought iron, with hook on outboard end, and thread and nut on inboard end, to pass over and under rail and through outboard stanchion and set up on the inside of same with a nut. These bolts may be double or single. If double then no thread or nut is necessary, but the stanchion will lie shipped through it, thus double hooking the rails. This will be found very useful where funnels or other deck fittings come in the way of beams passing from side to side of ship.

(c) *Beams.*—Beams must be of good sound spruce or yellow pine lumber 3 by 6 inches, to run clear across the ship's beam where practicable. Should any house or deck fittings be in the way, then butt up closely to the same. These beams shall have a $1\frac{1}{2}$ by 4 inch mortise to receive the tenon of each and every stanchion, and to take the same crown as deck of ship by springing down to shoulder of outside stanchions, and to be properly pinned or nailed to tenon, and wedged tightly afterwards. The mortises shall be cut not less than 6 inches from outside ends of beams and a piece nailed on outside of same, and trimmed off fair with beam ends to prevent splitting.

(d) *Diagonal braces from stanchions to beams.*—Diagonal braces shall be fastened on each stanchion on both sides of same, running up to top side of beam, and properly secured by well nailing to both stanchion and beam.

(e) *Headboards.*—Headboards shall be not less than 2 by 10 or 3 by 8 inches, of good, sound spruce or yellow-pine lumber, and secured to every stanchion by $\frac{3}{4}$ -inch screw bolts passing through same and set up on same with a nut. Where headboards butt on the stanchions, a piece of iron $\frac{1}{2}$ inch thick and 3 inches square shall be placed over the boards like the butt strap. These headboards can be placed on either side of the stanchion. All headboards shall have $1\frac{1}{4}$ -inch holes bored through them at proper distances to tie the animals.

(f) *Head pipes.*—In place of wooden headboards, two wrought-iron pipes not less than 2 inches in diameter may be used, placed 8 inches apart, said head pipes to be made continuous by having a wrought-iron threaded collar securely fastened on the end of each length of pipe into which the next length may be inserted or screwed, both head pipes to be held in place by means of heavy wrought-iron straps bolted to each stanchion by four $\frac{3}{4}$ -inch bolts, the lower head pipe being fitted with movable clamps holding a ring of suitable size, to which cattle may be tied, said clamps to be set at the proper distance apart in accordance with the regulations, and fastened to the pipe with screws.

(g) *Footboards.*—Footboards shall be of the same material as headboards, properly nailed or bolted to stanchions on the inside of same.

(5) *Division boards.*—Division boards shall be of 2 by 8 inch sound spruce or yellow pine lumber, fitted so as to be removable at any time, and so arranged as to divide the animals into lots of four, thus making compartments for this number all over the vessel. These division boards shall be fitted perpendicularly.

(i) *Flooring.*—Where flooring is required it shall be of 1-inch spruce boards, laid fore and aft on ships with wooden decks. Iron-decked ships shall be sheathed with 2-inch spruce or yellow pine, or with 1-inch spruce; but if 1-inch lumber is used, the footlocks shall be 3 by 4 inches, to be laid so that they will properly secure the 1-inch boards, thus preventing them from slipping and at the same time acting as foot locks by showing a surface of 2 by 4 inches to correspond with the 2 by 3 inches. It is optional with the owners whether they permit sheathing to be used on their ships with wooden decks, or whether they allow foot locks to be secured to the deck. But on iron decks it is absolutely necessary (if permanent foot locks are not down) to sheath them before putting down the foot locks, in

order to fasten same. Cement may be used instead of wood sheathing and foot locks molded in same. If the flooring is raised on any of the decks, it shall be not less than 2 inches thick with scantlings 2 by 3 inches thick, laid athwartships on the deck, not over 18 inches apart, with 2-inch plank for flooring nailed to them.

(k) *Foot locks.*—Foot locks shall be of good, sound spruce or yellow-pine lumber, or hard wood, size 2 by 3 inches or 3 by 4 inches, laid fore and aft, placed 12 inches, 14 inches, 2 feet 2 inches, and 14 inches apart, the first one distant 12 inches from inside of footboard, filled in athwartships opposite each stanchion, properly secured to sheathing or deck, and secured by a batten of spruce or yellow pine 2 by 3 inches thick, to go over all from stanchion to stanchion. When troughs are used, foot locks will be placed 17, 16, 22, and 16 inches apart.

(l) *Outside planking.*—All outside planking on open and closed railed ships must be properly laid fore and aft of ship, and nailed to the backs of stanchions as close as possible for the cold season, and for the warmer months the top-course planking shall be left off fore and aft of ship, in order to allow a free circulation of air. Nothing less than 2-inch spruce or 1½-inch yellow pine is to be used for this purpose.

(m) *Planking of shelter deck to be erected on all exposed decks.*—The planks to form the shelter deck, which must be erected on all exposed decks, shall be laid with 2-inch sound spruce or yellow-pine lumber sufficient to cover cattle. These planks shall be laid as closely as possible and well nailed to the beams, thus making a good deck from which to work the ship's gear.

(n) *Nails.*—No nails less than 20 penny shall be used in foot locks, or where 2-inch material is used. Twelve-penny nails can be used in 1½-inch plank and under.

UNDER-DECK FITTINGS.

(o) *Stanchions.*—Stanchions shall be at least 6 feet 4 inches high and of good sound spruce or yellow-pine lumber, 4 by 6 inches, set up at proper distances from centers, so that the 6-inch way of same shall stand fore and aft, and jammed in tight between the two decks, properly braced on head and from side to side of ship. This bracing shall be of 2 by 3 inch spruce or yellow pine, and be properly butted against each stanchion. Where it is found impracticable to run these braces across ship, by reason of hatches, etc., coming in the way, they shall be well braced from hatch combings and from the obstruction which prevents running braces from side to side. The heads of these stanchions shall be braced fore and aft by 2 by 3 inch pieces well nailed on each stanchion and running fore and aft close up to the lower edge of the ship beams, and butted at each end of compartment and against themselves, or chocked in underneath beam and well nailed to heads of stanchions. If upper and lower decks are wood, then the stanchions set up between decks may be secured by well cleating to each deck at heads and heels of same.

(p) *Headboards.*—Headboards shall be of the same dimensions and same lumber as those on the upper deck and fastened in the same manner, with 1½-inch holes bored at right distances to tie animals.

(q) *Footboards.*—Footboards shall be of the same dimensions and same lumber as those on the upper deck, and fastened in the same manner.

(r) *Division boards.*—Division boards shall be fitted perpendicularly, and arranged so that they divide the animals into pens of four, or, at end of row, into pens of five.

(s) *Flooring.*—Where ships have decks of wood it shall be optional with owners whether they have boards put down to protect decks or whether they allow the foot locks to be nailed to the ship's deck. (Permanent foot locks may be put down.) If the decks are of iron, then wooden flooring must be laid either of 2-inch spruce with 2 by 3 inch foot locks or of 1-inch spruce with 3 by 4 inch foot locks, same as provided for upper decks. Cement may also be used instead of wood flooring, molding the foot locks in their proper places between same.

(t) *Foot locks.*—Foot locks may be put down of any hard wood and any size over 2 by 3 inches, but nothing under this size shall be used. They should be laid fore and aft of ship at distances mentioned in upper-deck fittings, and be well fastened to either deck or flooring, or to themselves, and properly filled in athwartships between stanchions, same as on upper deck.

(u) *Troughs.*—Suitable troughs may be formed on the footboards about 12 inches wide, when required, by nailing footboards on outside of stanchion and fitting up on the inside.

(v) *Casing for steering gear.*—A suitable casing must be placed over the ship's steering gear when found necessary.

(w) *Alleyways.*—Alleyways between the pens must not be less than 18 inches, free of all obstructions. One or more alleyways, at least 18 inches wide, must be left on each side of decks, so that the scuppers can be readily reached and kept clean.

VENTILATION.

7. Each cattle compartment not exceeding 50 feet in length must have at least four bell-mouthed ventilators, of not less than 18 inches inside diameter, and with tops exceeding 7 feet in height, two situated at each end of the compartment. Compartments over 50 feet long must have additional ventilators of same dimensions or efficient fans.

8. When it is desired to carry cattle upon the third deck a special permit must be obtained from the inspector of the port. The vessel must be fitted as hereinbefore specified and properly lighted and ventilated. One set of ventilators should be trimmed to the wind and another set in the opposite direction. They should be tested previous to issuance of permit and should be kept in easy working order.

9. Suitable arrangements shall be made to provide at all times sufficient light for the proper tending of all animals.

10. No cattle shall be loaded along the alleyways by engine room unless the side of said engine room is covered by $1\frac{1}{2}$ -inch grooved-and-tongued lumber, making a 3-inch air space.

HATCHES.

11. No cattle shall be loaded upon hatches on decks above cattle, nor upon third-deck hatches when cattle are carried upon such decks, nor shall any merchandise, freight, or food for cattle be loaded upon said hatches, but said hatches shall at all times be kept clear.

(a) No cattle shall be loaded upon any hatch where the combings exceed 18 inches in height, and between deck hatches shall have not less than 6 feet vertical space between the beams overhead and the hatch combings underfoot for cattle with horns, and 5 feet 6 inches vertical space for cattle without horns.

(b) In loading cattle on upper decks four of the largest hatches shall be kept free of cattle, one hatch forward, one aft, and two amidships, so that the intervening spaces will be proportioned as equally as possible. Cattle may be placed upon hatches in excess of this number.

(c) Not more than two days' feed for cattle shall be allowed to be carried on deck; this shall be properly covered and shall be the first feed used.

12. All vessels shall carry hogsheads of not less than 400 gallons total capacity for each 100 head of cattle, and these shall be filled with fresh water before sailing and refilled as emptied.

(a) Each vessel shall carry water condensers which are in good working order and of sufficient capacity to provide 8 gallons of fresh, cold water each 24 hours for each head of cattle.

13. Cattle or sheep suffering from broken limbs or other serious injuries during the voyage shall be slaughtered by the captain of the vessel.

14. The employment of all cattle attendants shall be under the control of owners or agents of steamships, and men so employed shall be reliable and signed as part of the ship's crew, and under the control of the captain of the said vessel. They shall be furnished with well-lighted and well-ventilated quarters—as good as the same accommodations furnished for the crew of the ship. An experienced foreman shall be in charge of each shipload of cattle, and not less than one-half of the cattle attendants must be experienced men who have made previous trips with cattle. There shall be one cattle attendant for each 35 head of cattle upon steamers having water pipes extending the entire length of both sides of compartments, and upon steamers not so fitted there shall be one attendant for each 25 head of cattle shipped.

15. Cattle shall be tied with $\frac{3}{4}$ -inch rope, which shall not be used more than once, and must be made from manila or sisal. Any head ropes returned to the United States shall be immediately seized and destroyed by the inspector of the port.

16. False decks upon which cattle are loaded must be removed and the manure and dirt cleaned from underneath before receiving another load of cattle.

SHEEP.

17. *Attendants.*—There shall be one experienced man in charge of each 150 sheep during the winter months, and one to each 200 sheep during the summer months.

(a) *Pens.*—Sheep pens should not exceed 20 feet by 8 feet where two tiers are carried, and each tier shall have a clear vertical space of not less than 3 feet. During the summer months sheep shall not be loaded in tiers between decks, but during the winter months two tiers may be placed in each wing and only one tier amidships.

(b) *Flooring stanchions.*—When the pens are built for two tiers of sheep, the flooring between the tiers shall be laid with tongued and grooved boards, the stanch-

ions shall be of 4 by 6 inch spruce lumber, and shall be secured to the beams overhead by angle braces similar to cattle fittings.

Outside planking shall be of 2-inch spruce or 1½-inch yellow-pine lumber, secured to 4 by 6 inch spruce stanchions, with hook bolts similar to cattle fittings.

(c) *Alleyways*.—Athwartship alleyways not less than 18 inches wide in the clear shall be left between each pen, and fore and aft alleyways in front of each pen, having hay racks and water-tight troughs on three sides. When two tiers of sheep are carried, the fore and aft alleyways shall be 2 feet wide clear of all obstructions.

(d) *Space*.—The space for each full-grown sheep shall be 4 feet long by 14 inches wide, and for lambs or sheep under 100 pounds weight 4 feet by 12 or 13 inches, two rows of sheep standing in the 8 feet width of pen.

18. No vessel shall be allowed to take on board any cattle or sheep unless the same have been at the port of embarkation at least 24 hours before the vessel sails, except in special cases and by direction of the inspector, nor until the loading of the other cargo has been completed.

19. The inspector may, in case he finds that any of the fittings are worn, decayed, or appear to be unsound, require the same to be replaced before he authorizes the clearance of the vessel. He will also supervise the loading of cattle and see that they are properly stowed and tied, and that all the requirements of these regulations have been complied with.

J. STERLING MORTON, *Secretary*.

AN ACT to provide for the safe transport and humane treatment of export cattle from the United States to foreign countries, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of Agriculture is hereby authorized to examine all vessels which are to carry export cattle from the ports of the United States to foreign countries, and to prescribe by rules and regulations or orders the accommodations which said vessels shall provide for export cattle, as to space, ventilation, fittings, food, and water supply, and such other requirements as he may decide to be necessary for the safe and proper transportation and humane treatment of such animals.

SEC. 2. That whenever the owner, owners, or master of any vessel carrying export cattle shall willfully violate or cause or permit to be violated any rule, regulation, or order made pursuant to the foregoing section, the vessel in respect of which such violation shall occur may be prohibited from again carrying cattle from any port of the United States for such length of time, not exceeding one year, as the Secretary of Agriculture may direct, and such vessel shall be refused clearance from any port of the United States accordingly.

Approved March 2, 1891.

Special order concerning importation of cattle from Mexico.

DEPARTMENT OF AGRICULTURE, OFFICE OF THE SECRETARY,
Washington, D. C., April 15, 1895.

It is hereby ordered that the regulations of this Department issued February 5, 1895, defining the quarantine line on account of Texas or splenic fever, and the regulations of February 11, 1895, concerning the importation of animals into the United States, be modified so far as they relate to the admission of Mexican cattle into the United States as follows:

Mexican cattle which have been inspected by an inspector of this Department and found free from any infectious or contagious disease may be admitted into that portion of the State of California south and west of the said quarantine line through the port of San Diego, and into that portion of the State of Texas south and east of the said quarantine line through the ports of Eagle Pass and Laredo, for grazing or for immediate slaughter. Cattle may be admitted through the port of El Paso for immediate slaughter only. In all cases where cattle are admitted for immediate slaughter they shall be shipped by rail or boat to the point of destination.

On and after May 1, 1895, cattle will be admitted at the port of Brownsville, Tex., for grazing and immediate slaughter.

J. STERLING MORTON, *Secretary*.

Regulations for the inspection of live stock and their products.

UNITED STATES DEPARTMENT OF AGRICULTURE,
OFFICE OF THE SECRETARY,
Washington, D. C., June 14, 1895.

The following rules and regulations are hereby prescribed for the inspection of live cattle, sheep, hogs, and their carcasses by virtue of the authority conferred upon the Secretary of Agriculture under the provisions of the act of Congress approved March 3, 1891, entitled "An act to provide for the inspection of live cattle, hogs, and the carcasses and products thereof which are the subjects of interstate commerce, and for other purposes," and amendments thereto approved March 2, 1895, and will supersede all former regulations for the inspection of live stock and their products.

1. The proprietors of slaughterhouses, canning, salting, packing, or rendering establishments engaged in the slaughter of cattle, sheep, or swine the carcasses or products of which are to become subjects of interstate or foreign commerce shall make application to the Secretary of Agriculture for inspection of said animals and their products.

2. The said application must be in writing, addressed to the Secretary of Agriculture, Washington, D. C., and shall state the location and address of the slaughterhouse or other establishment, the kind of animals slaughtered, the estimated number of animals slaughtered per week, and the character and quantity of the products to go into interstate or foreign commerce from said establishment; and the said applicant in his application shall agree to conform strictly with all lawful regulations or orders that may be made by the Secretary of Agriculture for carrying on the work of inspection at such establishment.

3. The Secretary of Agriculture will give said establishment an official number, by which all its inspected products shall thereafter be known, and this number shall be used both by the inspectors of the Department of Agriculture and by the owners of said establishment to mark the products of the establishment, as hereinafter prescribed.

4. The Secretary of Agriculture will designate an inspector to take charge of the examination and inspection of animals and their products for each establishment which has been officially numbered, and will detail to such inspector such assistants or other employees as may be necessary to properly carry on the work of inspection at said establishment. The inspector and all employees under his direction shall have full and free access to all parts of the building or buildings used in the slaughter of animals and the conversion of their carcasses into food products.

(a) Each employee engaged in inspection under these regulations will be furnished with a numbered badge, which must be worn in a conspicuous manner while in the performance of his official duties, and which must not be allowed to leave his possession.

(b) Each employee furnished with a badge must deposit with the inspector in charge a receipt for the said badge and the sum of \$2, which amount must be transmitted by New York draft (without expense to the Department), together with the said receipt, to the Chief of Bureau of Animal Industry and be duly receipted for by the disbursing clerk of the Department, who will be the custodian of this guarantee fund. On return of this receipt and badge, by the employee at the expiration of his service, the deposit shall be immediately refunded to him.

5. An ante-mortem examination of all animals arriving at the stock yards for slaughter shall be made when they are weighed, or if not weighed this inspection shall be made in the pens. Any animal found to be diseased or unfit for human food shall be marked by placing in the ear a metal tag bearing "U. S. Condemned" and a serial number. Such condemned animals shall be placed in pens set apart for this purpose and removed only by a numbered permit, signed by the inspector, to an abattoir or rendering works designated by the said inspector, where they shall be killed, under the supervision of an employee of the Bureau of Animal Industry, and rendered in such manner that their products will be made unfit for human food.

Animals rejected on account of their pregnant or parturient condition must be held in the said pens during gestation and for ten days thereafter, unless removed by permit, either for stockers or for rendering in the manner above specified.

6. The inspector in charge of said establishment shall carefully inspect all animals in the pens of said establishment about to be slaughtered, and no animal shall be allowed to pass to the slaughtering room until it has been so inspected. All animals found on either ante-mortem or post-mortem examination to be affected as follows are to be condemned and the carcasses thereof treated as indicated in section 7:

- (1) Hog cholera.
- (2) Swine plague.
- (3) Charbon or anthrax.
- (4) Rabies.
- (5) Malignant epizootic catarrh.
- (6) Pyæmia and septicæmia.
- (7) Mange or scab in advanced stages.
- (8) Advanced stages of actinomycosis or lumpy jaw.
- (9) Inflammation of the lungs, the intestines, or the peritoneum.
- (10) Texas fever.
- (11) Extensive or generalized tuberculosis.
- (12) Animals in an advanced state of pregnancy or which have recently given birth to young.

(13) Any disease or injury causing elevation of temperature or affecting the system of the animal to a degree which would make the flesh unfit for human food.

Any organ or part of a carcass which is badly bruised or affected by tuberculosis, actinomycosis, cancer, abscess, suppurating sore, or tapeworm cysts must be condemned.

7. The inspector or his assistant shall carefully inspect at the time of slaughter all animals slaughtered at said establishment and make a post-mortem report of the same to the Department. The head of each animal shall be held until the inspection of the carcass is completed in order that it may be identified in case of condemnation of the carcass. Should the carcass of any animal on said post-mortem examination be found to be diseased and unfit for human food, the said carcass shall be marked with the yellow condemnation tag, and the diseased organ or parts thereof, if removed from said carcass, shall be immediately attached to same. The entire carcass shall be at once removed, under the supervision of the inspector or that of some other reliable employee of the Department of Agriculture, to tanks on the premises, and deposited therein, and rendered in such manner as to prevent its withdrawal as a food product. Should the establishment have no facilities for thus destroying the said carcass, it must be removed from the premises by numbered permit from the inspector, to rendering works designated by him, and there destroyed under his supervision in such a manner as to make it unsalable as edible meat.

(a) Carcasses may be taken to the cooling rooms after marking with the yellow condemnation tag, in cases where only a portion of the carcass is condemned, and when such portion can not be removed without damage to the carcass, until it is properly chilled. After chilling, the condemned portions must be cut out and removed to the tank as provided for whole carcasses. Condemned parts that can be removed without damage to the carcass must be tanked immediately after condemnation.

(b) The inspector or the employee detailed for such purpose must remove the numbered stub of the condemnation tag at the time of placing the carcass or parts of carcass in the tanks and return it to the office of the inspector in charge with a report as to the number of carcasses or parts of carcasses destroyed, the reason for destruction, and also state that they were tanked in his presence.

(c) Should the owners of such condemned carcasses not consent to the foregoing disposition of them, then the inspectors are directed to brand the word "Condemned" upon each side and quarter of said carcasses, and keep a record of the kind and weight of the carcasses, and they shall, under supervision of the inspector, be removed from the packing house where meats are prepared and stored for the interstate and foreign trade; and said firm or corporation shall forward, through the inspector, to the Secretary of Agriculture a sworn statement monthly, giving in detail the disposition of the carcasses so condemned, and, if the same have been sold, showing to whom, whether for consumption as food or otherwise, with what knowledge, if any, by the purchasers of their condemnation by this Department, and whether or not before such sale said carcasses have been cooked or their condition at the time of inspection by this Department altered, and, if so, in what way.

The inspectors shall, when authorized by the Secretary of Agriculture, give notice by publication to the express companies and common carriers at the place of condemnation, of the fact of condemnation, giving the name of the owner of such carcasses, the time and place of slaughter and the reason for rejection, and a description of the carcasses, and warning them not to transport them out of the State.

8. All persons are warned against removing the tags so attached to condemned carcasses, and are notified that they will be prosecuted under the acts of Congress of March 3, 1891, and March 2, 1895, for any such attempt to tamper with the device for marking condemned carcasses or parts of carcasses as prescribed by the preceding regulation.

9. Carcasses or parts of carcasses which leave said establishment for interstate or export trade will be tagged by the inspector, or an employee designated by him,

with a numbered tag issued by the Department of Agriculture for this purpose, and a record of the same will be sent to the Department at Washington.

(a) Carcasses or parts of carcasses which go into the cutting room of an abattoir, and those which are cut up for the local market, or are used for canning purposes, must not be tagged. Those which are to be shipped from one abattoir to another for canning purposes must not be tagged; and the inspector in charge of the abattoir to which the shipment is consigned, in sealed cars, must be notified of the said shipment, including the number and initials of the said cars and the routes traversed by them.

10. Each article of food products made from inspected carcasses must bear a label containing the official number of the establishment from which said product came, and also contain a statement that the same has been inspected under the provisions of the act of March 3, 1891.

(a) A copy of said label must be filed at the Department of Agriculture, Washington, D. C., and, after filing, said label will become the mark of identification showing that the products to which it has been attached have been inspected, as provided by these rules and regulations; and any person who shall forge, counterfeit, alter, or deface said label will be prosecuted under the penalty clause of section 4 of the act of March 3, 1891, as amended in the act of March 2, 1895.

(b) Each package to be shipped from said establishment to any foreign country must have printed or stenciled on the side or on the top by the packer or exporter the following:

FOR EXPORT.

- (a) Official number of establishment.
- (b) Number of pieces or pounds.
- (c) Trade-mark.

In case said package is for transportation to some other State or Territory, or to the District of Columbia, in place of the words "For export" the words "Interstate trade" shall be substituted.

(c) The letters and figures in the above print shall be of the following dimensions: The letters in the words "For Export" or the words "Interstate Trade" shall not be less than three-fourths of an inch in length, and the other letters and figures not less than one-half inch in length. The letters and figures affixed to said package shall be black and legible, and shall be in such proportion as the inspector of the Department of Agriculture may designate.

11. The inspector of the Department of Agriculture in charge of said establishment, being satisfied that the articles in said packages came from animals inspected by him, and that they are wholesome, sound, and fit for human food, shall paste upon said packages meat-inspection stamps, bearing serial numbers.

12. In order that the stamps may be protected, and to insure uniformity in affixing, inspectors will require of the proprietors of abattoirs and packing establishments the adoption of cases suitable for one of the two methods mentioned below:

(a) The stamp may be affixed in a grooved space let into the box, of sufficient size to admit it, similar to that required by the Internal Revenue Bureau for the stamping of packages of plug tobacco.

(b) Stamps may be placed on either end of the package, providing the sides are made to project at least half an inch to afford the necessary protection from abrasion.

13. The stamp having been affixed, it must be immediately canceled. For this purpose the inspector will use a rubber stamp having five parallel waved lines long enough to extend beyond each side of the stamp on the wood of the package. At the top of said rubber stamp shall be the name of the inspector, and at the bottom the abattoir number. The imprinting from this rubber stamp must be with durable ink over and across the stamp, and in such a manner as not to make the reading matter of the stamp illegible. The stamp having been affixed and canceled it must be immediately covered with a coating of transparent varnish or other similar substance. Orders for inspection stamps and for rubber canceling stamps must be made by the inspector on the Chief of the Bureau of Animal Industry.

14. No stamps will be issued by the inspector except to employees of this Department designated by him to supervise the affixing of said stamps to packages of inspected products, and each employee having charge of this work shall be held personally responsible for the stamps issued to him, and shall make an accurate daily report to the inspector of the use of such stamps, and all unused stamps shall be turned over to the custody of the said inspector or of his clerk at the close of each day's work.

(a) Proprietors of abattoirs will supply all the necessary help to affix the stamps, which must be done under the supervision of an employee of the inspector in charge.

(b) No stamps shall be allowed to remain loose about the office or the abattoirs, and inspectors are instructed to use such additional safeguards as in their judgment will be necessary to properly account for every stamp issued by them, and to have the work of affixing so carefully supervised that nothing but packages of inspected products will be stamped with the meat-inspection stamp of this Department.

(c) Any stamps damaged or not used should not appear upon the reports as having been affixed to packages, but should be returned to the Department and a report made as to the reasons for their return.

These regulations will also apply to meat-inspection tags, or seals, and certificates of inspection.

15. Whenever any package of meat products bearing the inspection stamp shall have been opened and its contents removed for sale, the stamp on said packages must be obliterated.

16. Reports of the work of inspection carried on in every establishment shall be daily forwarded to the Department by the inspector in charge, on such blank forms and in such manner as will be specified by the Department.

17. Whenever an abattoir suspends slaughtering operations, the inspector in charge will promptly furlough without pay, until further orders, all employees whose duties are affected by such suspension, notifying this office of the date of closing down. During said suspension he will retain only such employees as are actually necessary to supervise the shipments of inspected products from said abattoir.

SWINE.

18. The inspection of all swine slaughtered in the United States for both interstate and export trade will be similar in all respects to that of cattle and sheep. (See rules 1 to 17.) It must include a careful antemortem examination of all hogs, as required by rules 5 and 6, and a subsequent post-mortem examination as required by rule 7. A microscopic examination for trichinæ must be required for all swine products exported to countries requiring such examination.

(a) No microscopic examination will be made of hogs slaughtered for interstate trade, but this examination will be confined to those intended for the export trade, and only at abattoirs which export pork products to countries requiring a certificate from this Government to secure the admission of such meats. All inspectors issuing certificates for export of pork products which have been microscopically examined will enter upon the same the number of each stamp used, and imprint the words "Microscopically examined in addition to regular inspection" across the face of the certificate.

(b) The carcasses of all hogs that are to enter into interstate trade as dressed pork will be tagged in the same manner as beef is now marked for identification. The products of hog carcasses which enter into interstate trade will be stamped in the same manner as are the products of cattle.

(c) The purple meat-inspection stamp will be used only upon packages containing products of hog carcasses which have been microscopically examined for shipment to countries requiring such examination.

19. The microscopic inspection of pork intended for export to countries requiring such inspection shall be conducted as follows:

When the slaughtered hog is passed into the cooling room of said establishment, the inspector in charge, or his assistants, will take from each carcass three samples of muscle, one from the "pillar of the diaphragm," one from the psoas muscle, and the other from the inner aspect of the shoulder, and said samples will be put in a self-locking tin box and a numbered tag will be placed upon the carcass from which said samples have been taken, and a duplicate of said tag will be placed in the box with said samples. The boxes containing the samples from the hogs in the cooling room, so tagged, will be taken to the microscopist for such establishment, who shall thereupon cause a microscopic examination of the contents of each box containing samples to be made, and shall furnish a written report to the inspector, giving the result of said microscopic examination, together with the numbers of all carcasses from which samples have been examined.

20. All carcasses reported by the microscopist to the inspector as affected with trichinæ shall at once be removed from the cooling room or cellar of said establishment under the supervision of said inspector, or that of some other reliable employee of the Department of Agriculture, and shall be disposed of in accordance with the provisions of section 7, or they may be rendered into edible lard at a temperature not less than 150° F., or made into cooked meat products if the temperature is raised to the boiling point a sufficient time to thoroughly cook the interior of the pieces.

21. The inspector in charge of the slaughtering or other establishment will issue a certificate of inspection for all carcasses of animals, or the food products thereof, which are to be exported to foreign countries; which certificate will cite the name of the shipper, the date of inspection, and the name of the consignee and country to which said articles are to be exported. Said certificate will also contain the numbers of the stamps attached to the articles to be exported, and will be issued in serial numbers and in triplicate form. One certificate only will be issued for each consignment. One copy thereof will be delivered to the consignor of such shipment, one copy will be attached to the invoice or shipping bill to accompany the same, and be delivered by the transportation companies to the chief officer of the vessel upon which said consignment is to be transported.

(a) All names, marks, stamp numbers, imprints, and other writing of any description made upon the certificate of inspection must be copied on the stub of the book of certificates, and be duly signed by the inspector. This stub constitutes the third copy of the certificate, and shall be preserved and forwarded to this Department.

22. Inspectors are requested to notify the municipal authorities of the character of this inspection and to cooperate with them in preventing the entry of condemned animals or their products into the local market.

J. STERLING MORTON, *Secretary*.

Statement of disbursements from the appropriation for the fiscal year ended June 30, 1895.

	Salaries.	Traveling expenses.	Miscellaneous.	Total.
Meat inspection.....	\$323,538.14	\$647.43	\$31,932.67	\$356,118.24
Inspection of stock yards and export cattle.....	94,246.94	6,109.53	4,149.52	104,505.99
Washington and miscellaneous.....	26,782.62	228.82	1,916.62	28,928.06
Scientific investigations.....	25,976.51	900.74	6,702.58	33,579.83
Inspection of import live stock.....	4,069.00	446.93	26.89	4,542.82
Collection of information.....	3,060.00	1,738.92	-----	4,798.92
Total.....	477,673.21	10,072.37	44,728.28	532,473.86

TABLE C.—List of persons employed and disbursements made during the fiscal year ended June 30, 1895.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
AT WASHINGTON.									
D. E. Salmon	Chief of bureau	May 31, 1884			\$3,000		\$4,000.00	\$98.61	
P. L. Lyles	Chief clerk	July 1, 1892			1,000		2,000.00		
Daniel G. Hatch	Chief inspection division	June 1, 1893			2,000		2,000.00		
A. M. Farrington	Chief division miscellaneous work.	May 1, 1894			2,000		1,800.00		
		Sept. 1, 1893			1,800				
George A. Bacon	Clerk.	July 1, 1893	July 31, 1894		1,800		151.60		
Gaus M. Brumbaugh	do	Dec. 19, 1894			1,600		856.52		
N. H. Eggleston	do	Sept. 16, 1894	June 30, 1895		1,600		1,295.22		
Charles P. Salisbury	do	July 1, 1892	Oct. 6, 1894		1,600		291.34		
E. B. Jones	do	July 1, 1894			1,400		1,400.00		
H. H. Gerdes	do	Mar. 1, 1893			1,400		1,400.00		
Mary Sullivan	do	July 1, 1894			1,200		1,200.00		
F. N. Gregory	do	Apr. 19, 1894			1,200		1,200.00		
Mary T. Dent	Typewriter	Mar. 1, 1893			1,000		1,200.00		
Andrew J. Olin	Clerk and typewriter	July 1, 1894			1,200				
Do	do	Sept. 16, 1894			1,200		1,158.07		
Byron P. Turner	Clerk.	July 1, 1892	July 31, 1894		1,200		101.10		
Mary G. Marshall	do	Jan. 1, 1890			1,000		1,000.00		
Mary T. Turner	do	July 1, 1893			1,000		1,000.00		
I. C. I. Evans	Copyist, stenographer, and typewriter.	Apr. 14, 1894			840				
Do	Clerk, stenographer, and typewriter.	Jan. 1, 1895			1,000		920.00		
Irving Frickey	Stenographer and typewriter.	Apr. 3, 1894			840				
Do	Clerk, stenographer, and typewriter.	Jan. 1, 1895			1,000		920.00		
Do	do	Jan. 1, 1895			1,000				
Joseph Abel	do	June 1, 1895			840		69.20		
Annie F. English	Messenger	Aug. 16, 1893	Aug. 7, 1894		840		86.78		
C. E. Bracey	Assistant messenger	Jan. 5, 1894	Dec. 23, 1894		720		344.40		
Wm. P. Stedman	do	Aug. 1, 1894			720		659.40		
W. L. Titus	do	Jan. 1, 1895			720		360.00		
Mary E. Fagan	do	Aug. 8, 1894			600		538.13		
Isaac S. Pennybacker	Laborer	do	June 30, 1895		600		538.13		
Elisha P. Stout	do	July 16, 1894	July 31, 1894		600		26.00		
Luke Jameson	do	Dec. 20, 1890	Aug. 9, 1894				64.30		
Maria Smith	do	July 1, 1894	Feb. 15, 1895		* \$50.00		150.03		
Catherine Baltimore	Charwoman	May 6, 1895			240		36.28		
				* Per month.					

* Per month.

TABLE C.—List of persons employed and disbursements made during the fiscal year ended June 30, 1895—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			Traveling.	Miscellaneous.
				Per diem.	Per annum.	Miscellaneous items.	Salaries.			
SCIENTIFIC INVESTIGATIONS—continued.										
W. S. Stamper	Laborer, laboratory	May 4, 1894	Dec. 31, 1894		\$800		\$600.00			
R. R. Johnson	do	May 16, 1894			600		300.00			
J. S. Lee	Fireman, laboratory	July 1, 1894			600		600.00			
C. S. Meyers	Laborer, experiment station	Oct. 16, 1894	Apr. 15, 1895	*\$80.00			380.95			
Geo. W. Brett	do	Apr. 16, 1895			600		125.23			
Wm. S. Grant	do	do			600		125.23			
Fannie Jones	Laborer, laboratory	July 1, 1894			400		400.00			
Leo Durlan	Laborer			2.00			3.00			
Robert Gar						Folding boxes				\$3.12
A. E. Foote						Book				1.00
B. Westermann & Co.						Books				29.10
Shoemaker & Busch						Chloroform, sulphuric acid, etc.				47.25
J. Harrison Johnson						Rent, laboratory				1,200.00
Z. D. Gilman						Chemicals, vials, etc				383.29
Alex. Schmid						Jacket files				17.52
Mackall Bros. & Flemer						Chemicals, corks, etc				34.67
Thomas Somerville & Sons						Repairing air pump				20.00
Ernest Betz						Making 2 incubators, etc				198.95
Geo. W. Knox Express Co.						Freight				44
John C. Parker						Card cabinet and type wheel				19.00
W. D. Clark & Co.						Batting				1.60
Easton & Rupp						Paper				4.00
J. D. Gatewood						Repairing chair				1.50
Bimer & Amend						Filters, flasks, etc				61.21
E. G. Schafer & Co.						25 feet hose				3.65
People's Dispatch Co.						Freight				1.01
Mary C. Powers						Making towels				1.00
De Laval Separator Co.						Baby separator				100.00
H. W. Rollings						Cover glasses				70
Edw. S. Schmid						Chickens, rabbits, pigeons				12.00
Bausch & Lomb Optical Co						Squares and mailing boxes				8.10
Southern Iw. Co.						Transportation, Curfice and Dawson.			\$74.90	
Wyckoff, Seamans & Benedict.						Repairing typewriter				8.75
F. P. May & Co.						Hardware				103.18
Chas. O. Flagg						Butterine, etc				7.97
Woodward & Lothrop						Towels				5.60
J. H. Chesley & Co.						Rat traps				2.55

Belt & Dyer.....	Crown molding.....	1.20
Georgia R. R. Co.....	Transportation, Curtice.....	5.10
Central R. R. and Banking Co. of Georgia.....	do.....	5.16
N. V. Randolph & Co.....	Pamphlet binders.....	5.40
H. A. Nichols.....	4 dozen chickens.....	1.50
Dufur & Co.....	Wire cages.....	48.00
L. H. Hopkins.....	Cabinet locks.....	1.85
Georgia, Carolina and Northern R. R. Co.....	Transportation, Curtice.....	17.50
Pennsylvania R. R. Co.....	Transportation, Curtice, Dawson, Stiles.....	46.60
Charles A. Runk.....	American Veterinary Review.....	3.00
Washington Gas Light Co.....	Gas.....	241.50
Wilmarth & Edmonston.....	Buckets and cups.....	2.15
E. A. de Schweinitz.....	Guinea pigs and goat.....	12.00
Geo. H. Muth & Co.....	Quill pens.....	.54
John A. Power.....	Plumbing.....	30.00
E. B. Estes & Sons.....	Boxes.....	55.00
Dennison Manufacturing Co.....	Labels.....	3.75
Church & Stephenson.....	Lumber.....	151.29
J. T. Walker & Sons.....	Paper.....	1.50
H. C. Underwood.....	Slide-lid boxes.....	19.00
Great Falls Ice Co.....	Ice.....	.50
H. J. Ruppert.....	Rent of experiment station.....	5.10
S. S. Daish & Sons.....	Feed.....	600.00
Mamie C. Trice.....	1 dozen pigeons.....	833.72
Chas. R. Talbert.....	Feed.....	2.40
David Pfirterling.....	1 dozen sheep.....	9.15
Edward B. Markham.....	Cows and sheep.....	75.00
Chesapeake and Potomac Telephone Co.....	15 hogs.....	52.50
Minnis & Martyn.....	Telephone rental.....	148.76
Hanrahan Bros.....	Repairing roof.....	4.50
John E. Rodbird.....	Horseshoeing.....	1.30
Annie Burnett.....	Laying water pipe.....	35.00
W. M. Galt & Co.....	Washing towels.....	2.52
Marshall Field & Co.....	Feed.....	55.31
E. L. Willson & Co.....	3 dozen towels.....	8.25
W. H. Butler.....	Spray and force pumps.....	19.10
S. M. Frazier.....	Whitewashing supplies.....	4.80
S. J. Meeks.....	Lime and cement.....	6.60
Graham Richardson.....	Repairing wagon, buggy, etc.....	48.55
C. H. Hansen.....	2 cows.....	40.00
John Riley.....	Brass tags.....	45.00
Thomas Riley.....	1 cow.....	15.00
Gibson Bros.....	10 cows.....	225.99
Goodyear Rubber Co.....	Map.....	1.00
Thomas Thornton.....	Tubing.....	1.50
John Mason.....	1 cow.....	15.00
	4 cows.....	80.00

* Per month.

Hannibal and St. Joseph R. R. Co.	do.				27.75
Boston and Albany R. R. Co.	do.				21.00
St. Louis, Keokuk and Northwestern R. R. Co.	do.				11.50
St. Paul City and Pacific R. R. Co.	do.				4.72
Chicago and Northwestern R. R. Co.	do.				1.34
Pennsylvania R. R. Co.	do.				41.00
New York Central and Hudson River R. R. Co.	do.				9.25
Lake Shore and Michigan Southern R. R. Co.	do.				26.25
Union Pacific R. R., Union Division.	do.				1.53
Fremont, Elkhorn and Missouri Valley R. R. Co.	Transportation, Shelden.				11.91
International and Great Northern R. R. Co.	do.				4.60
Southern Pacific Co.	do.				20.80
San Antonio and Aransas Pass R. R. Co.	do.				7.30
Missouri, Kansas and Texas R. R. Co.	do.				22.75
Texas Mexican R. R. Co.	do.				4.85
Kansas City, St. Joseph and Council Bluffs R. R. Co.	do.				4.60
Total					1,738.92
Inspector					3,060.00
W. H. Fairbanks	Inspector	Jan. 16, 1894	8.00		
Nelson P. Hinkley	do.	Aug. 1, 1893			44.97
J. H. Linahan	do.	Nov. 1, 1893	1.200		1,200.00
H. D. Mayne	do.	May 16, 1893	5.00		445.00
Charles E. Parker	do.	Nov. 15, 1893	5.00		405.00
F. M. Perry	do.	Sept. 1, 1894	8.00		53.95
F. L. Russell	do.	do.	8.00		187.75
Bernhard P. Wende	do.	Sept. 11, 1893			6.14
M. L. Young	do.	Aug. 1, 1892	5.00		15.00
John A. Bell	Veterinary inspector	do.	8.00		96.00
Charles Cowie	do.	Feb. 1, 1892	5.00		225.00
David Cumming	do.	Mar. 26, 1891	5.00		470.00
G. W. Ward	do.	May 1, 1892	5.00		285.00
Western Union Telegraph Co.	Telegrams				54.23
					1.61

IMPORT INSPECTION.

TABLE C.—List of persons employed and disbursements made during the fiscal year ended June 30, 1895—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
IMPORT INSPECTION— continued.									
Thomas Farthing						Rent of quarantine station, Buffalo.			\$25.00
Great Northwestern Telegraph Co. of Canada.						Telegram			.28
						Total.....	\$4,542.82	\$446.93	20.89
STOCK YARDS AND EXPORT INSPECTION.									
Boston.									
Daniel D. Lee	Inspector	Sept. 1, 1893			\$2,000				
Ira K. Atherton	Assistant inspector	Feb. 15, 1895			1,200		2,000.00		43.34
W. H. Way	Veterinary inspector	Sept. 1, 1893	Jan. 31, 1895		1,200		449.97		
Wm. P. Cherrington	Tagger	Dec. 1, 1893			720		703.30		
Do.	Stock examiner	Dec. 1, 1894			900				
Wm. T. Corbett	do	do			900		380.00		
Thomas Coyle	do	do			1,000		302.50		
John W. Hitchings	do	do			1,000		1,000.00		
John P. Freeman	Clerk	Nov. 6, 1893			1,000		415.80		
L. L. Bullard	Tagger	Mar. 1, 1892			720		1,000.00		
Patrick F. Murphy	do	Sept. 15, 1893			720		720.00		
George H. Calver	do	Dec. 7, 1891			720		121.20		
John Shannon	do	Mar. 1, 1892			720		720.00		
John Atkins	Laborer			\$2.00			2.00		
William Burns	do			2.00			2.00		
Freeman B. Chase	do			2.00			56.00		
John F. Desmond	do			2.00			12.00		
J. W. Forsaith	do			2.00			10.00		
James Foley	do			2.00			2.00		
Alfred Harbroe	do			2.00			4.00		
Peter Harrington	do			2.00			6.00		
John W. Hitchings	do			2.00			10.00		
John P. Hughes	do			2.00			2.00		
John F. Kelly	do			2.00			23.00		
Luke Malloy	do			2.00			2.00		
Michael McGreal	do			2.00			2.00		
Henry Mooney	do			2.00			2.00		
Peter Murray	do			2.00			4.00		

John O'Neil.....	do	2.00	2.00	Lettering signs.....	6.00	3.32
Bartholemew F. Powers.....	do	2.00	2.00	Stationery.....	2.00	11.03
Chas. C. Robbins.....	do			Office rent.....		20.00
Francis Doane & Co.....	do			Telephone rental.....		120.00
Wm. Bond & Son.....	do					
New England Telephone and Telegraph Co.....	do			Office rent.....		366.63
Joseph F. Dean.....	do			Gas.....		9.00
Gas Light Co.....	do			Total.....	8,691.77	573.92
<i>New York.</i>						
Wm. H. Rose.....	Veterinary inspector.....					183.32
Henry Brister.....	do	2,000	2,000.00		12.25	
R. E. Letts.....	do	1,000	1,000.00			
James Flannery.....	Stock examiner.....	1,200	966.50			
William Foley.....	do	1,000	994.60			
Jos. P. McEnaney.....	Clerk.....	1,000	1,000.00			
Samuel J. Long.....	Tagger.....	1,200	1,200.00			
Harvey Marsh.....	do	720	720.00			
George Messemmer.....	do	720	700.39			
Charles J. Munzing.....	do	720	720.00			
Charles Torby.....	do	720	720.00			
Richard Winters.....	do	720	714.18			
Joseph A. Bogardus.....	do	720	720.00			
Unz & Co.....	do			Hog rings, etc.....		24.00
James Stikeman.....	do			Stationery.....		16.80
Chas. O. Brockway.....	do			Office rent.....		550.02
Metropolitan Telephone and Telegraph Co.....	do			Hog rings.....		3.50
J. H. Brown & Co.....	do			Telephone rental.....		266.85
Chicago Car Seal and Manufacturing Co.....	do			Hog rings.....		6.00
	do			Tin tags.....		25.00
<i>Philadelphia.</i>						
Edward H. Flood.....	Inspector.....			Total.....	11,934.81	1,075.19
George Carter.....	Stock examiner.....	2,000	2,000.00			41.21
Lewis Dorn.....	Tagger.....	1,000	1,000.00			
M. J. Lenahan.....	do	720	720.00			
Rodger Maynes.....	do	720	720.00			
George B. Wright.....	do	720	716.00			
Chas. O. Brockway.....	do	720	720.00			
Bell Telephone Co.....	do			Hog rings.....		3.50
	do			Telephone rental.....		120.00
	do			Total.....	5,876.00	164.71

TABLE C.—List of persons employed and disbursements made during the fiscal year ended June 30, 1895—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.				
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.	
STOCK YARDS AND EXPORT INSPECTION—cont'd.										
Baltimore.										
H. A. Hedrick	Inspector	July 16, 1893			\$1,600			\$1,600 00		\$33.25
Albert Hassall	Veterinary inspector	July 1, 1892			1,200					
Isaac L. Ball	Clerk	Dec. 1, 1892			1,200			1,200 00		
Wm. Bennett	Tagger	Apr. 16, 1893			720			720 00		
Joseph E. Blondell	do	do			720			715 96		
Chas. Eisenreich	do	Mar. 15, 1894			720			720 00		
Carrol Ensor	do	May 16, 1894			720			720 00		
Wm. J. Sullivan	do	Aug. 14, 1893			720			720 00		
Nicholas W. Tegges	do	Apr. 16, 1893			720			720 00		
Emily Lucas	Janitress	July 1, 1894			*\$3.50			42 00		
Alex. Yearly & Son						Office rent				120 00
C. J. Stewart & Sons						Hog rings				3 00
Chicago Car Seal and Manufacturing Co.						Tin tags				23 00
Chesapeake and Potomac Telephone Co.						Telephone rental				87 40
C. J. Dunn						Satchel				3 50
Arthur F. Lawrence & Co.						Coal				16 30
Wm. E. Wood & Co.						Stove				11 00
J. W. Bond & Co.						Stationery				2 33
						Total	\$7,407.99	7,157 96	8 25	301.78
Norfolk and Newport News.										
Geo. C. Faville	Inspector	Dec. 15, 1893			1,400			1,400 00	68.70	7.42
Sol. Miller	Stock examiner	May 1, 1894			1,000			1,000 00	2 40	
Chas. O. Brockway						Hog rings				3 50
Chicago Car Seal and Manufacturing Co.						Tin tags				12 50
						Total	\$2,494.52	2,400 00	71 10	23.42
Pittsburg.										
John Doris, jr.	Inspector	June 1, 1893			1,400			1,400 00		6.95
George P. Toner	Stock examiner	Jan. 1, 1894			900			900 00		
A. Boreland	Laborer				2 00			2 00		
D. D. Curnow	do				2 00			98 00		

A. Feaver	do	2.00				198.00			
S. C. Langdon	do	2.00				102.00			
Ed. Martin	do	2.00				198.00			
J. W. Martin	do	2.00				198.00			3.50
Chas. O. Brockway									
<i>Hog rings.</i>									
Total						\$3,106.45			10.45
<i>Buffalo.</i>									
Nelson P. Hinkley	Inspector				Aug. 1, 1893				
Louis A. Robinson	do				Apr. 16, 1894				
Bernhard P. Wende	do				Sept. 11, 1893	1,800		1,756.01	
Albert H. Hoyt	Clerk				May 1, 1893	1,200		1,180.24	
Wm. Carroll	Tagger				Apr. 16, 1894	1,000		1,386.23	
Frank J. Danahy	do				May 1, 1893	720		983.40	
Michael Justinger	do				July 10, 1893	720		706.31	
John Mazurowski	do				July 1, 1893	720		292.00	
Albert W. Meyer	do				Dec. 11, 1893	720		716.04	
Daniel J. O'Connell	do				Sept. 11, 1893	720		714.03	
Fred Bianfus	Laborer				Nov. 22, 1894			299.90	
Wm. Bianfus	do	2.00						6.00	
Matthew Dougherty	do	2.00						4.00	
Wm. B. Drake	do	2.00						10.00	
John Fritz	do	2.00						12.00	
Geo. E. Gangloff	do	2.00						2.00	
Geo. Herington, jr	do	2.00						70.00	
Clinton N. Hinkley	do	2.00						2.00	
Ranson Hinkson	do	2.00						50.00	
John N. Lester	do	2.00						622.00	
John Schlenker	do	2.00						20.00	
William Yaker	do	2.00						2.00	
Chicago Car Seal and Manufacturing Co.	do	2.00						4.00	
Western Union Telegraph Co.									33.75
Total									5.94
<i>Chicago.</i>									
Frank T. McMahon	Inspector				Oct. 1, 1893	1,600		1,000.00	
James V. De Vine	Live-stock agent				Jan. 1, 1894	900		865.18	
Wm. C. Honan	do				do	1,200		948.87	
James Peevey	do				do	1,200		942.34	
Arda Watson	do				do	900		900.00	
Michael J. Quirk	Tagger				Feb. 15, 1894	720			
Do.	Stock examiner				Jan. 16, 1895	900		765.59	
Max Wolf	Clerk				Sept. 1, 1893	900		900.00	
Jeremiah Holland	Tagger				June 12, 1894	720		720.00	
John Jones	do				Nov. 6, 1893	720		720.00	
John F. Kelly	do				Aug. 1, 1894	720		647.40	
Michael Metzger	do				Sept. 15, 1893	720		720.00	
Richard Walsh	do				June 1, 1894	720		720.00	

* Per month.

TABLE C.—List of persons employed and disbursements made during the fiscal year ended June 30, 1895—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			Traveling.	Miscellaneous.	
				Per diem.	Per annum.	Miscellaneous items.	Salaries.				
STOCK YARDS AND EXPORT INSPECTION—cont'd.											
Chicago—Continued.											
Frank E. Baker	Laborer			\$2.00			\$420.00				
Ed Brennan	do			2.00			34.00				
Hutson Caldwell	do			2.00			444.00				
H. W. Cooper	do			2.00			72.00				
M. P. Cronin	do			2.00			210.00				
Thomas Egan	do			2.00			2.00				
John Fitzsimmons	do			2.00			4.00				
J. J. Hanlon	do			2.00			48.00				
John S. Hart	do			2.00			142.00				
John H. Kelly	do			2.00			2.00				
Wm. J. Kelly	do			2.00			2.00				
James Kenney	do			2.00			4.10				
Daniel Lehan	do			2.00			102.00				
Joseph McElligot	do			2.00			206.00				
William Moroney	do			2.00			22.00				
Patrick Murphy	do			2.00			200.00				
Patrick O'Brien	do			2.00			90.00				
James O'Malley	do			2.00			482.00				
James Riley	do			2.00			522.00				
Carter Scott	do			2.00			134.00				
P. E. Toomey	do			2.00			16.00			\$180.00	
Union Stock Yards and Transfer Co.							Office rent				
Chas. O. Brockway							Hog rings and ringers			195.50	
J. H. Brown & Co.							Hog rings			144.00	
Chicago Car Seal and Manufacturing Co.							Tin tags			512.99	
Rand, McNally & Co.							Stationery			1.80	
Western Union Telegraph Co.							Telegrams			34.47	
							Total	\$14,981.59	\$213.90	1,070.31	
East St. Louis.											
O. H. Hall	Livestock agent	Jan. 1, 1894	Feb. 14, 1895		\$1,200					498.90	
Geo. H. Boughner	do	*May 9, 1895			1,200					151.65	
A. W. Crawford	do	Apr. 1, 1894			1,200					948.91	
De N. Jewett	do	Jan. 1, 1894	*May 9, 1895		1,200					797.26	

TABLE C.—List of persons employed and disbursements made during the fiscal year ended June 30, 1895—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			Traveling.	Miscellaneous.
				Per diem.	Per annum.	Miscellaneous items.	Salaries.			
STOCK YARDS AND EXPORT INSPECTION—cont'd.										
<i>Kansas City Division—Continued.</i>										
International and Great Northern Rwy. Co.						Transportation, Jenkins, Jordan, Moser.			\$34.15	
Arizona and Southeastern R. R. Co.						Transportation, Moser.			3.30	
Kansas City Stock Yards Co.						Office rent.				\$45.00
Kansas City, Fort Scott and Memphis R. R. Co.						Transportation, Bird.			5.50	
R. R. Co.						Transportation, Jenkins.			61.00	
New Mexico and Arizona R. R. Co.						Transportation, De N. Jewett			7.50	
Walash R. R. Co.						Transportation, Jenkins			5.00	
Southern California R. R. Co.						Transportation, Moser.			16.65	
Chicago, Rock Island and Texas R. R. Co.						Transportation, Bird.			1.25	
St. Louis and San Francisco Rwy. Co.						Total.....	\$22,741.95	\$17,637.58	4,991.59	112.78
<i>Miscellaneous.</i>										
Wm. H. Wray	Veterinary inspector	Feb. 1, 1894		\$12.50				4,562.50	51.65	11.83
Jas. F. Ryder	do	Oct. 1, 1892			\$2,000			2,000.00	627.00	
Fred'k W. Huntington	do	Jan. 1, 1892		5.00						
Do	Inspector	Dec. 15, 1894		8.00				556.00		
Asa N. McQueen	Veterinary inspector	Feb. 8, 1892		5.00				748.40		
Evan H. Pritelhard	Inspector	Sept. 1, 1893	* Nov. 30, 1894		1,800			900.00	65.99	
W. C. Rayen	do	Apr. 1, 1894	do	+100.00						
Do	do	Mar. 1, 1895	Nov. 30, 1895		1,200			948.87		
Joseph M. Gentry	Live-stock agent	June 27, 1895	June 30, 1895		1,200			948.87		
Edward Story	do	Jan. 1, 1894	do		1,200					
Chas. A. Wilcox	do	do	do							
The Bostwick Brawn Co.						Hog rings and ringers			35.55	4.85
Geo. C. Fayville						Traveling expenses.			16.80	
Chesapeake and Ohio R. R. Co.						Transportation, Faville				

Pennsylvania R. R. Co.					do.	15.45	34.56
Peter Adams Co.					1,500 Southern fever maps and certificates.		335.00
A. Hoen & Co.					Total..... \$11,863.32	10,664.64	812.44
					Total stock yards and export..... 104,505.99	94,246.94	6,109.53
					Office expenses		20.10
Daniel D. Lee.....	Inspector	Sept. 1, 1893			1,200.00		
Wm. M. Balmer.....	do	Nov. 20, 1893			327.21		
John Michels.....	Microscopist	July 1, 1893	Sept. 30, 1894		1,050.00		
Charles Bullard.....	do	Oct. 1, 1894					
Wm. P. Cherrington.....	Tagger	Dec. 1, 1893			720		
Do	Stock examiner	Dec. 1, 1894			900		
Wm. J. Corbett.....	do	Jan. 1, 1894			900		
Thomas Mulligan, jr.....	do	do			720		
Frank H. Burtleson.....	Tagger	Sept. 28, 1891			708.31		
Philip J. Fanning.....	do	Jan. 2, 1894			720.00		
Wm. H. Tozier.....	do	Dec. 21, 1891			720		
George H. Oliver*.....	do	Dec. 1, 1891			720		
Kate A. Abbott.....	Assistant microscopist	Apr. 23, 1894			598.80		
Lillian F. Armstrong.....	do	May 3, 1894			585.39		
Effie A. Bartlett.....	do	Nov. 21, 1892			583.86		
Marie L. Blais.....	do	Sept. 9, 1893			576.96		
Gerta Colby.....	do	June 1, 1894	Nov. 30, 1894		231.47		
Carrie I. Ellsworth.....	do	Jan. 5, 1893			576.93		
Emma H. Ellsworth.....	do	Feb. 1, 1894			568.83		
Anna Erickson.....	do	July 16, 1893			563.61		
Alice M. Frye.....	do	Jan. 16, 1893			585.37		
Abbie F. Gage.....	do	Dec. 12, 1892			567.22		
Clara La Freniere.....	do	Nov. 1, 1893			580.52		
Mary F. Langdon.....	do	Sept. 28, 1891			590.26		
Mabel F. Lowe.....	do	June 24, 1895			546.31		
Mary E. Macloskey.....	do	May 1, 1894			11.54		
Nellie Marks.....	do	May 14, 1894			575.43		
Flora M. Parrish.....	do	Dec. 1, 1894			582.11		
Cora L. Seeley.....	do	Dec. 26, 1892			348.80		
Margaret V. Slater.....	do	Apr. 23, 1894			583.60		
Florence I. Turner.....	do	do			568.95		
Carlotta L. Ward.....	do	May 1, 1894			585.25		
Grace B. Wheeler.....	do	May 14, 1894			565.82		
Etta L. Williams.....	do	Nov. 1, 1891			580.41		
Thomas Manufacturing Co.					Tags for condemned meat.....		7.00
Bay State Clean Towel Furnishing Co.					Towel supply.....		80.35
Chas. W. Badger.....					Chamois skins.....		5.04
					+ Per month.		

* By transfer.

MEAT INSPECTION.

Somerville.

Chicago Car Seal and Manufacturing Co.					Lead seals.		175.00
Dennison Manufacturing Co.					Interstate meat-inspection tags.		78.75
S. J. Nelson					Coal.		10.50
E. F. Westcott					Labeling compound.		26.50
G. W. Gregory					Nut coal.		15.75
Metropolitan Steamship Co.					Freight.		1.74
John Bingham					Stationery.		5.20
New York Central and Hudson River R. R. Co.					Freight.		2.00
					Total.	\$9,695.16	942.06
<i>Jersey City.</i>							
Julius Hensen.				Mar. 10, 1888			
Wm. T. I. McLaughlin				May 15, 1894		1,221.20	59.78
George B. Rose				Jan. 1, 1894		800.90	
Denis Haverty				July 17, 1893		864.13	
John J. McCarthy				do		449.04	
John Purcell, jr.				do		502.44	
Thomas Shea				Sept. 1, 1893		516.42	
Thomas Haverty				July 17, 1893		622.18	
Thomas Manufacturing Co.				2 00	Interstate meat-inspection tags.	144.00	21.50
Standard Supply Co.					Lead seals		28.00
Chicago Car Seal and Manufacturing Co.					do		377.50
Dennison Manufacturing Co.					Interstate meat-inspection tags.		168.75
E. J. Brooks & Co.					Lead seals		11.90
L. P. Hansen					Stationery		5.51
Wm. F. McDonald					Desk, etc.		26.00
Wood & Menagh					Hardware		3.96
Metropolitan Steamship Co.					Freight		.40
New York, New Haven and Hartford R. R. Co.					do		.91
West Shore R. R. Co.					do		3.73
					Total.	\$5,888.25	707.94
<i>Weehawken.</i>							
Simon Kelly				Oct. 16, 1893		5,180.31	
				May 31, 1895			
					Total.	690.70	
					Total.	\$690.70	

*Per month.

TABLE C.—List of persons employed and disbursements made during the fiscal year ended June 30, 1895.—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries	Traveling.	Miscellaneous.
MEAT INSPECTION—cont'd.									
Philadelphia.									
Chas. A. Schaulfer	Inspector	*Sept. 1, 1893			\$1,600		\$1,600.00		\$2.65
Thomas Reid	Tagger	June 1, 1893			720		720.00		22.50
Chicago Car Seal and Manufacturing Co.						Lead seals			
Dennison Manufacturing Co.						Interstate meat inspection tags.			9.00
Baltimore and Ohio R. R. Co.						Freight			.35
						Total	\$2,354.50		34.50
Buffalo.									
Nelson P. Hinkley	Inspector	Aug. 1, 1893							
A. W. Sanders	do	Apr. 16, 1894			1,200		1,022.54		47.74
Frank J. Thornbury	Microscopist	July 1, 1893	Aug. 31, 1894		1,400		87.50		
Harrison L. Newton	Stock examiner	Nov. 8, 1894			900		547.10		
William Carroll	Tagger	Apr. 16, 1894			720		495.94		
Michael Chojnacki	do	do			720		635.87		
Michael Justinger	do	July 1, 1893			720		478.38		
Henry L. Riegan	do	Apr. 16, 1894			720		720.00		
Stanislaus Sierszynski	do	Aug. 24, 1892	Mar. 4, 1895		720		72.34		
Emma Becker	Assistant microscopist	Aug. 1, 1892			600		184.20		
Della Carey	do	Sept. 11, 1893	Feb. 1, 1895		600		117.89		
Mary Ann Clinton	do	July 10, 1893			600		189.09		
Kate Colgan	do	Aug. 6, 1894			600		151.59		
Lillian E. Farrell	do	July 10, 1893			600		189.19		
Mary A. Hanrahan	do	Sept. 11, 1893			600		190.72		
Mary F. Lannon	do	do			600		106.27		
Lizzie Lidle	do	Aug. 1, 1892			600		190.72		
Pearl Masten	do	Dec. 15, 1892			600		179.23		
Anna L. Moran	do	Aug. 1, 1892			600		187.46		
Nellie Nunan	do	July 10, 1893			600		189.09		
Mary J. O'Brian	do	Aug. 1, 1892			600		185.76		
Christina Podolska	do	do			600		190.72		
Mary A. Purcell	do	July 10, 1893	Feb. 18, 1895		600		58.84		
Johanna Greiner	Janitress and box cleaner	July 1, 1894			+ \$30.00		360.00		

TABLE C.—List of persons employed and disbursements made during the fiscal year ended June 30, 1895—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
MEAT INSPECTION—cont'd.									
Indianapolis—Continued.									
John Clegg.....	Tagger.....	Apr. 16, 1893	Feb. 9, 1895		\$720		\$312.99		
Martin P. Grady.....	do.....	June 12, 1894			720		720.00		
Patrick Killien.....	do.....	Nov. 8, 1894			720		465.60		
Matthew Quinn.....	do.....	Apr. 16, 1893			720		720.00		
Mary J. Bunker.....	Assistant microscopist.....	Jan. 29, 1894			600		600.00		
Margaret Clarke.....	do.....	Apr. 16, 1894			600		512.04		
Mary A. Egan.....	do.....	Oct. 1, 1894			600		450.00		
Nellie Holland.....	do.....	Nov. 8, 1894			600		388.00		
Mary Lucid.....	do.....	Dec. 16, 1893			600		600.00		
Mary E. Ritchie.....	do.....	Nov. 26, 1894			600		358.65		
Ella Sullivan.....	do.....	Dec. 1, 1894			600		350.50		
Nora Toomey.....	do.....	Dec. 16, 1893			600		600.00		
Mary Morrison.....	Janitress and box cleaner.....	July 1, 1894		*\$30.00			360.00		
Mary A. Martin.....	do.....	Apr. 16, 1895		*6.00			11.40		\$68.40
Chas. O. Brockway.....	do.....					Interstate meat inspection stamps. Lead seals.			25.00
Chicago Car Seal and Manufacturing Co.	do.....					Interstate meat inspection tags. Freight			2.25
Dennison Manufacturing Co.	do.....								.26
Cleveland, Cincinnati, Chicago and St. Louis R. R. Co.	do.....					Compressor glasses.			7.50
Bausch & Lomb Optical Co.	do.....					Total.....	\$13,429.65	\$10.25	146.16
East St. Louis.									
J. J. Brougham.....	Veterinary inspector.....	Sept. 1, 1893			1,400		1,400.00	4.75	55.65
Charles M. Day.....	Assistant inspector.....	Nov. 19, 1894			1,200		710.88		
John S. Sutcliffe.....	do.....	Feb. 1, 1895			1,200		459.97		
William Thompson.....	do.....	Nov. 19, 1894			1,200		736.97		
A. R. Bruton.....	Stock examiner.....	Feb. 15, 1895			900		337.50		
Wm. T. Flynn.....	do.....	Jan. 1, 1894			900		900.00		
George Sutherland.....	Tagger.....	July 1, 1894			720				
Do.....	Stock examiner.....	Nov. 12, 1894			900		834.39		
Wm. S. Crawford.....	Clerk.....	Apr. 10, 1895			900		197.78		
E. S. Bennett.....	Tagger.....	Feb. 15, 1895			720		294.00		
Clement Bevelot.....	do.....	Dec. 1, 1893			720		720.00		

[illegible]

*Per month.

TABLE C.—List of persons employed and disbursements made during the fiscal year ended June 30, 1895—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			Traveling.	Miscellaneous.
				Per diem.	Per annum.	Miscellaneous items.	Salaries.			
MEAT INSPECTION—cont'd.										
Hammond—Continued.										
E. J. Brooks & Co.						Lead seals				\$196.35
Thomas Manufacturing Co.						Interstate meat inspection tags.				65.00
Dennison Manufacturing Co.						do				542.50
Chicago Car Seal and Manufacturing Co.						Lead seals				1,093.50
New York, Chicago and St. Louis R. R. Co.						Freight				5.81
Louisville, New Albany and Chicago R. R. Co.						do				2.95
Pennsylvania Co.						do				17.12
Michigan Central R. R. Co.						do				2.29
						Total	\$12,670.27	\$10,432.19		2,238.08
Chicago.										
A. D. Melvin	Veterinary inspector	Sept. 1, 1893			\$2,000			2,000.00		288.20
George S. Baker	do	do			1.400			1,361.43		
Lewis R. Baker	do	do			1.400			1,281.67		
S. W. Burt	do	do			1.400			1,376.76		
Wm. A. Brucette	Inspector	do			1.200			1,065.57		
W. S. Cass	do	Dec. 26, 1893			1.200			1,157.53		
Joseph B. Clancy	do	Aug. 15, 1893			1.400			1,400.00		
O. E. Dyson	do	May 1, 1894			1.600			1,600.00		
Thomas E. Feron	do	Oct. 1, 1893			1.200			1,167.04		
J. G. Fish	do	do			1.200					
Do	do	Jan. 16, 1895			1.400			1,281.22		
W. H. Gibbs	do	*May 17, 1895			1.200			75.82	6.25	
O. J. Lanigan	do	Dec. 26, 1893			1.200			1,196.73		
Clarence McClellan	do	Sept. 1, 1893	Mar. 15, 1895		1.400			968.71		
Richard Elbitt	Assistant inspector	Sept. 16, 1894	do.		1.200			592.35		
John Forbes	do	Aug. 16, 1894	*Sept. 16, 1894		1.200			101.08		
Toote A. Geddes	do	Dec. 1, 1894	*Apr. 1, 1895		1.200			388.04		
Orlando B. Hess	do	Mar. 20, 1895			1.200			313.33		
Arthur B. Morse	do	Nov. 19, 1894	*Mar. 1, 1895		1.200			313.60		
Albert G. G. Richardson	do	Dec. 1, 1894			1.200			691.30		
Trajan A. Shipley	do	Mar. 20, 1895			1.200			330.11		
Harry N. Waller	do	June 1, 1895			1.200			75.82		

E. Balzer	Microscopist	July 1, 1893	1,400	1,416.50	
Do	do	June 1, 1895	1,600	877.78	
W. J. Bennett	Stock examiner	Jan. 1, 1894	900	900.00	
George Best	do	do	900	900.00	
Edward Brundige	do	Jan. 16, 1894	900	900.00	
H. D. Burdick	do	Jan. 8, 1894	900	900.00	
Dennis Butler	do	June 10, 1895	900	51.32	
James H. Butler	do	May 1, 1895	900	76.60	
Frank Canon	do	Apr. 1, 1894	900	833.64	
Thomas G. Clark	do	Jan. 1, 1894	900	900.00	
Bryan Conway	do	do	900	477.19	
Bryan I. Conway	do	do	900	823.82	
James Dufficy	do	Jan. 4, 1894	900	900.00	
David Frisch	do	Jan. 1, 1894	900	895.02	
James Gardner	Tagger	July 17, 1893	720		
Do	Stock examiner	June 27, 1895	720	720.02	
Henry Grady	Tagger	July 17, 1893	720		
Do	Stock examiner	June 27, 1895	720	700.32	
George Grafton	Tagger	Dec. 15, 1893	900		
Do	Stock examiner	June 27, 1895	900	702.29	
James Hale	do	Jan. 1, 1894	900	870.21	
Thomas F. Hanley	do	June 24, 1891	900	17.31	
George T. Hanton	Tagger	July 24, 1891	720		
Do	Stock examiner	June 27, 1895	900	722.02	
William Harpst	Tagger	Mar. 1, 1894	720		
Do	Stock examiner	June 27, 1895	900	722.02	
William P. Hickey	do	Feb. 15, 1895	900	900.00	
E. P. Jaycox	Stock examiner	Apr. 15, 1895	900	121.16	
Remhard Kochanowski	do	Jan. 1, 1894	900	897.50	
Otho D. Kortz	do	do	900	900.00	
George Lunham	do	June 27, 1895	900	9.89	
Do	do	Jan. 4, 1894	900	897.50	
Richard E. Lyman	do	Apr. 23, 1894	900	900.00	
James A. Murphy	do	Jan. 1, 1894	900	900.00	
John Murphy	do	Feb. 15, 1894	900	808.11	
Bernard McKeon	do	do	900	897.52	
Terence O'Brien	do	do	900	900.00	
Thomas O'Shaughnessy	do	do	900	900.00	
G. W. Pierce	do	Jan. 8, 1894	900	900.00	
John J. Ryan	do	Jan. 1, 1894	900	900.00	
Dwight L. Sanford	do	Feb. 1, 1894	900	900.00	
John W. Sarsfield	do	Jan. 1, 1894	900	900.00	
Frank Schroeder	Tagger	June 1, 1891	720	887.62	
Do	Stock examiner	Stock 27, 1895	900		
Fredek. L. Simpson	Tagger	Sept. 15, 1893	720	716.02	
Do	Stock examiner	June 27, 1895	720		
John B. Sine	do	Jan. 1, 1894	900	722.02	
Roger E. Skelly	do	do	900	868.18	
Samuel T. Smith	do	Jan. 16, 1894	900	139.40	
W. C. Stockdale	do	Jan. 1, 1894	900	892.50	
Thos. S. Sunderland	do	Apr. 9, 1895	900	672.62	
	do	Jan. 2, 1894	900	900.00	

* By transfer.

TABLE C.—List of persons employed and disbursements made during the fiscal year ended June 30, 1895—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
MEAT INSPECTION—cont'd.									
Chicago—Continued.									
John Trainer	Tagger	July 17, 1893			\$720		\$718.02		
Do	Stock examiner	June 27, 1895			900		900.00		
Charles O. Turner	do	Feb. 7, 1894			900		150.80		
John Wallwork	do	May 1, 1895			900		4.95		
H. D. Williams	do	June 27, 1895			900		7.42		
George W. Wood	do	do			1,000		831.60		
Charles Batting	Clerk	Sept. 1, 1894			900		900.00		
E. B. Luce	Bookkeeper	June 20, 1891			900				
Do	Clerk	June 24, 1895			900				
Brandt McDowell	do	June 27, 1895	Aug. 22, 1895		720				
Geo. V. McIntyre	Tagger	July 17, 1893			840		715.04		
Do	Clerk	Sept. 1, 1894			1,000		978.25		
Charles S. Pew	do	Dec. 15, 1893			720		720.00		
Norman R. Adams	Tagger	Dec. 1, 1892			720		658.62		
Wm. Cleveland	do	Jan. 1, 1892			720				
F. C. Cooley	Laborer				\$2.00		467.91		
Do	Tagger	June 27, 1895			720		577.13		
Michael J. Dinneen	do	Sept. 10, 1894			2.00				
J. N. Fitzgerald	Laborer								
Do	Tagger	June 27, 1895			720		365.91		
James A. Flanagan	do	May 23, 1895			720		59.30		
John F. Flarty	do	July 17, 1893	June 8, 1895		720		575.84		
James Foley	do	do			720		718.10		
William Fox	do	do			720		720.00		
John J. Garrity	do	Feb. 1, 1894			720		710.08		
Patrick H. Griffin	do	Sept. 1, 1893			720		714.04		
James Herriman	do	July 17, 1893			2.00				
Do	Laborer								
Do	Tagger	June 27, 1895			720		605.91		
De Launes Howard	do	Sept. 15, 1893			720		714.14		
Denis Hurley	Laborer				2.00				
Do	Tagger	Mar. 1, 1895			720		562.00		
Herman Jacobus	Laborer				2.00				
Do	Tagger	June 27, 1895			720		471.91		
John Lardner	do	Sept. 15, 1893	June 8, 1895		720		672.46		
John C. Lorenzen	Laborer				720				
Do	Tagger	June 27, 1895			720		625.91		
Daniel Lynch	do	Aug. 15, 1893			720		712.28		
Wm. Mabry	Laborer				2.00				
Do	Tagger	June 27, 1895			720		377.91		

Michael M. Murray	do.	May 16, 1894			720	650.59
Wm. McKay	Laborer	June 27, 1895	2.00		720	425.91
Do	Tagger	June 27, 1895	2.00		720	599.91
M. L. McMahon	Laborer	June 27, 1895	2.00		720	569.91
Do	Tagger	June 27, 1895	2.00		720	720.00
John J. O'Malley	Laborer	June 27, 1895	2.00		720	706.21
Do	Tagger	June 27, 1895	2.00		720	720.00
W. S. Pidcock	do	July 17, 1893			720	371.91
J. C. Porterfield	do	July 17, 1893			720	688.54
Wm. Prondfoot	do	May 16, 1894			720	720.00
James M. Rainey	do	July 6, 1891			720	626.04
Do	Laborer	June 27, 1895	2.00		720	213.26
Do	Tagger	June 27, 1895	2.00		720	720.00
Wm. Ryan	do	July 17, 1893			720	630.10
Theodore Sauer	do	Aug. 15, 1891			720	470.91
Arthur Stuart	do	Aug. 16, 1894			720	700.63
William Thede	do	July 17, 1893		Oct. 17, 1894	720	198.20
J. E. Troughton	do	Dec. 1, 1892			720	710.27
Frank N. Trudelle	do	Aug. 16, 1894			720	347.91
Roy Turner	Laborer	June 27, 1895	2.00		720	601.91
Do	Tagger	June 27, 1895	2.00		720	13.85
William Umbach	do	July 17, 1893			720	679.90
C. A. Vallery	do	Apr. 1, 1895			720	61.95
Thos. J. Wade	do	Aug. 15, 1892			720	582.73
Fred. D. Waterman	Laborer	June 27, 1895	2.00		720	319.03
Do	Tagger	June 27, 1895	2.00		720	481.77
H. B. Waller	Laborer	June 27, 1895	2.00		720	443.95
Do	Tagger	June 27, 1895	2.00		720	57.59
Thomas A. White	do	June 24, 1895			720	537.52
Theodore B. Zuendel	Assistant microscopist	June 20, 1891			720	595.14
Do	Tagger	Nov. 1, 1894			720	147.19
Emma K. Allison	Assistant microscopist	Apr. 23, 1894			720	444.01
Nannie D. Althof	do	Feb. 1, 1894			720	483.13
Katie Barrow	do	Nov. 26, 1894			720	527.97
Katherine Barry	do	Nov. 1, 1892			720	500.48
Mary K. Barry	do	Aug. 1, 1894		Apr. 30, 1895	720	512.91
Addie E. Benneson	do	May 1, 1895			720	565.98
Kate H. Brady	do	Apr. 23, 1894			720	585.74
Clara B. Brayton	do	Dec. 1, 1892			720	550.60
Laura D. Burke	do	Mar. 1, 1895			720	117.16
Nellie Callaghan	do	June 22, 1891			720	556.85
Tillie Cella	do	Sept. 1, 1893			720	125.57
Mae Cody	do	Nov. 28, 1892			720	524.34
Nora Conway	do	Feb. 1, 1894			720	173.86
Lillie M. Crowell	do	Oct. 10, 1892			720	
Lizzie Cummings	do	Feb. 1, 1894			720	
Nellie E. Damon	do	Apr. 16, 1894			720	
Ella B. Earle	do	Feb. 5, 1894			720	
H. Augusta Eaton	do	Mar. 25, 1895			720	
Elizabeth K. Eckert	do	Apr. 23, 1894			720	
Margaret Enright	do	Apr. 16, 1895			720	
Abbie M. Farwell	do	Sept. 11, 1893			720	
	do	Feb. 15, 1895			720	

TABLE C.—List of persons employed and disbursements made during the fiscal year ended June 30, 1895—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
MEAT INSPECTION—cont'd.									
Chicago—Continued.									
Lyde Finlen.....	Assistant microscopist.	Jan. 1, 1894			\$900		\$519.46		
Ada K. Gannon.....	do	Feb. 15, 1894			600		420.75		
Elizabeth C. Gibson.....	do	May 1, 1895			600				
Nellie M. Goodridge.....	do	May 15, 1893			600		476.77		
Annie M. Hardie.....	do	Jan. 15, 1894	Aug. 15, 1894		600		70.11		
Bertha G. Hardie.....	do	Aug. 16, 1894			600		449.25		
Nellie F. Houghton.....	do	July 10, 1891			600		521.43		
Tessie C. Havey.....	do	June 20, 1891			600		509.87		
Lizzie E. Hennessy.....	do	Apr. 1, 1894			600		572.23		
Dora V. Hosmer.....	do	Feb. 1, 1894			600		542.17		
Mary E. Hotchkiss.....	do	Mar. 1, 1895			600		148.95		
Catherine Hughes.....	do	Sept. 16, 1891			600				
Abbie W. Hunter.....	do	Feb. 1, 1894			600		578.55		
Mary Hurley.....	do	Dec. 1, 1893			600		581.89		
Mary E. Kean.....	do	Sept. 1, 1893			600		563.51		
Edith L. Kightlinger.....	do	Mar. 1, 1895			600		157.06		
Mary E. Leahy.....	do	Sept. 1, 1893			600		516.10		
Maude I. Lynch.....	do	Jan. 1, 1893			600		442.42		
Eva B. Markoe.....	do	Nov. 19, 1894			600		318.89		
Ellen S. Mayhew.....	do	May 16, 1893			600		588.47		
Eleanor Meyers.....	do	Mar. 1, 1895			600		160.44		
Fannie Fay Mills.....	do	Apr. 23, 1894			600		529.02		
Katie A. Murphy.....	do	Aug. 15, 1892			600		598.41		
Mamie F. Murray.....	do	Sept. 1, 1893			600		576.91		
Christenah MacNeill.....	do	Nov. 8, 1894			600		309.16		
Lizzie McGlasson.....	do	May 1, 1892			600		558.80		
Annie Nicolai.....	do	Sept. 16, 1891			600		545.96		
Luella Noble.....	do	Jan. 5, 1893			600		581.99		
Kittie M. North.....	do	Mar. 15, 1894			600		448.91		
Bessie D. Ogden.....	do	Mar. 15, 1895			600		130.42		
Jessie G. Ogden.....	do	Aug. 6, 1894			600		503.47		
Eliza B. Perry.....	do	Feb. 1, 1894			600		450.31		
A. H. Richards.....	do	Mar. 1, 1895			600		200.00		
Sarah A. Riley.....	do	Feb. 1, 1894			600		466.14		
Clara E. Ringdall.....	do	Dec. 1, 1894			600		286.18		
Belle Ritter.....	do	do			600		350.50		
Lila Robinson.....	do	Feb. 1, 1894			600		494.89		
Blanche Roy.....	do	Dec. 1, 1894			600		350.50		

Blanche Rutledge	do	Jan. 1, 1893	600	581.99	
Nellie A. Ryan	do	Oct. 10, 1892	600	471.70	
Hannah Scanlon	do	Apr. 1, 1892	600	581.75	
Jennie M. Shufeldt	do	Dec. 1, 1891	600	297.53	
Anna Sisbee	do	Nov. 23, 1892	600	167.93	
Dora A. Staples	do	Dec. 1, 1894	600	310.81	
Caroline L. Stone	do	Mar. 1, 1895	600	127.48	
W. O. Sutherland	do	Feb. 1, 1894	600	573.86	
Maggie Taylor	do	Feb. 15, 1894	600	322.97	
Virginia S. Taylor	do	Feb. 1, 1894	600	563.64	
Hattie E. Thomas	do	do	600	553.90	
Katherine Tully	do	Mar. 3, 1895	600	158.75	
Amelia Vaughan	do	July 5, 1893	600	500.39	
Eva M. Vaughan	do	Oct. 10, 1892	600	560.69	
Katherine Welland	do	Dec. 17, 1894	600	319.41	
Carrie Wells	do	Dec. 18, 1893	600	550.36	
Mollie Wendling	do	Dec. 1, 1894	600	261.42	
Clara Werther	do	Sept. 1, 1891	600	567.20	
Laura S. Wright	do	Aug. 1, 1894	600	514.76	
Selena Hosken	Box washer	do		360.00	
Gertrude Watkins	do	July 1, 1894		312.00	
James Gallagher	do	do		70.00	
Wm. E. Dunsmore	do	do		40.00	
Edward O'Connor	do	do		224.00	
John F. Hogan	do	do		50.00	
Chas. G. Johnson	do	do		64.00	
James J. Fitzsimmons	do	do		12.00	
John Wallwork	do	do		84.00	
Nicholas Sheer	do	do		92.00	
Edgar Smith	do	do		36.00	
B. A. Galligan	do	do		10.00	
Chas. H. Brownell	do	do		36.00	
Wm. Donahan	do	do			
Metropolitan Ice Co.	do	do			
Standard Supply Co.	do	do			
Thomas Manufacturing Co.	do	do			
Gahan & Byrne	do	do			
Office Toilet Supply Co.	do	do			
Chicago Telephone Co.	do	do			
Rand, McNally & Co.	do	do			
The Kotzenberg Jo	do	do			
Paul Reiser	do	do			
C. H. Hanson	do	do			
Dennison Manufacturing Co.	do	do			
Chas. O. Brockway	do	do			
Alex. H. Revell & Co	do	do			
B. E. Rieser	do	do			

* Per month.

TABLE C.—List of persons employed and disbursements made during the fiscal year ended June 30, 1895—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.				
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.	
MEAT INSPECTION—cont'd.										
Chicago—Continued.										
Chicago Car Seal and Manufacturing Co.						Lead seals				\$4,281.20
Standard Seal Co.						Tin seals and tags				562.50
Star Union Line						Freight				38.15
Baltimore and Ohio R. R. Co.						do				10.44
F. D. Herriman						Hire, 2 buggies		\$360.00		360.00
W. H. Chapman & Son						Repairing scissors				12.57
J. Haberle						Repairing lock boxes				13.50
Chas. J. Johnson						Tags for pork samples				19.00
Bausch & Lomb Optical Co						Microscopical instruments				12.50
Edward Kirk, jr.						Scissors				32.40
Chicago and Erie R. R. Co.						Freight				8.90
Consumers' Pure Ice Co						Ice				28.95
Harry E. Overstreet						Drayage				37.71
H. B. Hall						Painting tables				20.00
Chicago Herald Co						Advertising				12.60
Freeman & Brown						Hire, saddle horse				20.00
Cleary Bros						Hire, 2 saddle horses				40.00
Burlington and Missouri River R. R. in Nebraska.						Transportation, Gibbs		13.00		
Total						\$120,111.41	\$113,018.80	559.25		12,533.36
Milwaukee.										
Adolph M. Casper	Inspector	Jan. 15, 1894			\$1,200					
Do	do	Jan. 1, 1895			1,400					
Jacob J. Eichstaedt	Stock examiner	June 5, 1894			900		1,290.20			117.89
Christian Hiller	Tagger	Dec. 18, 1893			720		900.00			
Do	Stock examiner	Mar. 1, 1895			900					
Thomas C. Murphy	do	June 5, 1894			900		580.50			
George J. Reinsch	Clerk	May 15, 1895			900		900.00			
Chester J. Curtis	Tagger	June 5, 1894			720		116.23			
do	do	Nov. 1, 1894			720		720.00			
John P. Somers	Assistant microscopist	Sept. 17, 1891			600		479.40			
Annie A. Ambridge	do	Jan. 1, 1893			600		527.78			
Clara Buuck	do	June 1, 1893			600		529.48			
Martha Cannon	do	Jan. 2, 1895			600		257.04			
Marie J. Carlin	do	Feb. 15, 1895			600		193.76			
Barbara Dorse	do	Dec. 25, 1894			600		281.71			

TABLE C.—List of persons employed and disbursements made during the fiscal year ended June 30, 1895—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	Miscellaneous.
MEAT INSPECTION—cont'd.									
Sioux City.									
John Airth.....	Veterinary inspector	Apr. 17, 1893	*Mar. 1, 1895		\$1,400		\$929.40		\$4.25
Arthur B. Morse.....	Assistant inspector	*Mar. 1, 1895			1,200				7.25
Do.....	Inspector	May 19, 1895			1,400		446.94	\$7.10	
W. B. Griggs.....	Tagger	Apr. 17, 1893			720				
Do.....	Stock examiner	Mar. 1, 1895			900		780.50		
Wm. B. Treadway.....	do	Jan. 1, 1894			900		900.00		
Chas. J. Chamberlain.....	Tagger	Mar. 1, 1894			720		720.00		
John Jacobson.....	do	Feb. 15, 1895			720		270.00		
Donald McDonald.....	do	Mar. 1, 1895			720		242.00		
D. A. Winnie.....	do	Apr. 17, 1893			720		720.00		
H. J. Nienstedt.....						Paste, varnish, etc			26.10
Chas. O. Brockway.....						Interstate meat inspection stamps.			33.90
Chicago and Northwest- ern Rwy. Co.						Transportation, Morse		12.75	
Sioux City Packing Co.						Repairing, painting, etc			25.00
Parsons Pelletier Dry Goods Co.						Desk			13.00
Chicago Car Seal and Man- ufacturing Co.						Lead seals			5.00
Sioux City Stamp Works.						Rubber stamps, etc			3.00
Total						\$5,152.19	5,008.84	19.85	123.50
Ottumwa.									
Toole A. Geddes.....	Assistant inspector	*Apr. 1, 1895			1,200		300.00	15.43	2.15
S. E. O'Neill.....	Microscopist	July 1, 1893	Mar. 9, 1895		1,400		960.53		12.40
George C. Burke.....	Stock examiner	Jan. 1, 1894			900		892.56		
Abraham Mader.....	do	do			900		837.56		
Fannie Cone.....	Assistant microscopist	June 19, 1893	Mar. 9, 1895		600		112.20		
Alice E. Evans.....	do	July 10, 1893	do		600				
Ada A. Heath.....	do	July 1, 1893	do		600		117.00		
Bessie L. Maffay.....	do	June 16, 1893	do		600				
Sylvester M. Carr.....	Janitor and box cleaner	July 1, 1894			†\$25.00		202.77		8.55
Chas. O. Brockway.....						Interstate meat inspection stamps.			2.00
A. G. Wallace.....						Stencil plates.			25.10
Total						\$3,463.24	3,422.71	15.43	

Nebraska City.

W. H. Gibbs	Inspector	*Mar. 1, 1895	*May 1, 1895	1,200		327.47	8.75	7.15
Do	do	*May 17, 1895		1,200		751.06		19.68
Wilfred D. Robbins	Stock examiner	Jan. 4, 1894	*Mar. 1, 1895	900		53.80		
William Hawke	Tagger	Feb. 15, 1894	July 31, 1894	720				
William Phleging	do	do		900		735.00		
Do	Stock examiner	Aug. 1, 1894		720		39.56		
F. A. Dammann	Tagger	June 10, 1895		720		491.73		
Porter J. Hand	do	Apr. 1, 1893	*June 17, 1895	720		472.55		
George M. Thomas	do	Aug. 1, 1894						
Total.....\$2,906.84								
Total.....26.83								
St. Joseph.								
John Forbes	Inspector	*Sept. 16, 1894		1,400		1,107.07	12.50	13.60
James Wilson	Assistant inspector	Dec. 1, 1894		1,200		701.10		
Frank A. Ewing	Stock examiner	*Sept. 16, 1894		900		711.68		
John P. Duggan	Tagger	Nov. 12, 1894		720		457.77		
James P. Key	do	do		720		457.77		17.10
Chas. O. Brockway								
Thomas Manufacturing Co								
Dennison Manufacturing Co.								
Crane, Shelby & Hurlton								
Chicago Car Seal and Manufacturing Co.								
Charles Bischoff								5.25
Frank W. Stout								71.00
St. Joseph Stock Yards and Terminal Co.								
Vandalia Line								
Total.....\$3,652.87								
Total.....12.50								
South Omaha								
Don C. Ayer	Inspector	Aug. 10, 1893		1,400		1,380.88		92.65
J. E. Blackwell	do	Aug. 1, 1893		1,400		1,396.20		3.75
A. T. Everett	do	Nov. 6, 1893		1,200		1,196.60		
E. W. Schirmer	do	Aug. 1, 1893		1,400		1,400.00		
E. L. Higgins	do	Sept. 1, 1893		1,400		1,400.00		
W. S. White	Microscopist	do		1,400		1,380.51		
Henry Beal	Tagger	June 1, 1893		720				
Do	Stock examiner	Oct. 1, 1894		900		855.00		
D. J. Campbell	Tagger	June 1, 1893		720				
Do	Stock examiner	Oct. 1, 1894		900		855.00		
J. W. Davis	do	Jan. 1, 1894		900		897.58		
George H. Guy	do	do		900		848.51		
William Holmes	do	do		900		900.00		
W. K. Jacobs	Tagger	May 16, 1893		720				

+ Per month.

* By transfer.

TABLE C.—List of persons employed and disbursements made during the fiscal year ended June 30, 1895—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			Miscellaneous.
				Per diem.	Per annum.	Miscellaneous items.	Salaries.	Traveling.	
MEAT INSPECTION—cont'd.									
South Omaha—Cont'd.									
W. K. Jacobs	Stock examiner	June 27, 1895	-----	-----	\$900	-----	\$722.02	-----	-----
Frank Jelen	Tagger	May 16, 1893	-----	-----	720	-----	-----	-----	-----
Do	Stock examiner	Apr. 1, 1895	-----	-----	900	-----	755.17	-----	-----
George Karil	Clerk	June 1, 1893	-----	-----	900	-----	-----	-----	-----
Do	Stock examiner	June 26, 1895	-----	-----	900	-----	813.41	-----	-----
P. J. King	do	Jan. 1, 1894	-----	-----	-----	-----	-----	-----	-----
Do	do	June 27, 1895	-----	-----	900	-----	666.91	-----	-----
Thomas J. Lowrey	do	Mar. 25, 1895	-----	-----	900	-----	242.50	-----	-----
Jay Merrill	do	Jan. 1, 1894	-----	-----	900	-----	892.52	-----	-----
Benjamin S. Paddock	do	June 24, 1895	-----	-----	900	-----	9.89	-----	-----
Frank G. Patrick	do	Jan. 1, 1894	-----	-----	900	-----	880.40	-----	-----
Jacob I. Payne	do	do	-----	-----	900	-----	900.00	-----	-----
George Seay	do	Mar. 25, 1895	-----	-----	900	-----	242.50	-----	-----
Charles Conoyer	Clerk	June 15, 1895	-----	-----	900	-----	39.56	-----	-----
David Rush	do	May 22, 1893	-----	-----	900	-----	892.68	-----	-----
Geo. H. Bucklin	Tagger	June 24, 1895	-----	-----	720	-----	-----	-----	-----
Jacob Burkard	do	May 16, 1893	-----	-----	720	-----	720.00	-----	-----
Do	do	June 1, 1893	-----	-----	720	-----	-----	-----	-----
Joseph Butler	do	Dec. 8, 1894	-----	-----	720	-----	534.00	-----	-----
Do	do	Feb. 16, 1895	-----	-----	720	-----	712.08	-----	-----
Patrick Butler	do	May 16, 1893	-----	-----	720	-----	290.28	-----	-----
Thomas Casey	do	June 1, 1893	-----	-----	720	-----	7.91	-----	-----
Dee N. Chase	do	June 27, 1895	-----	-----	720	-----	326.85	-----	-----
John Franck	do	May 16, 1893	-----	-----	720	-----	430.37	-----	-----
John Garvey	do	do	-----	-----	720	-----	315.05	-----	-----
James Godfrey	do	do	-----	-----	720	-----	209.35	-----	-----
Richard Harrigan	do	June 1, 1893	-----	-----	720	-----	452.00	-----	-----
W. H. Harper	do	do	-----	-----	720	-----	276.64	-----	-----
William Holland	do	Oct. 16, 1894	-----	-----	720	-----	328.75	-----	-----
Do	do	May 16, 1893	-----	-----	720	-----	720.00	-----	-----
Anton Inda	do	do	-----	-----	720	-----	720.00	-----	-----
Anton Kostal	do	do	-----	-----	720	-----	720.00	-----	-----
James Kunes	do	do	-----	-----	720	-----	720.00	-----	-----
Thomas Leddy	do	June 1, 1893	-----	-----	720	-----	580.99	-----	-----
Do	do	Feb. 16, 1895	-----	-----	720	-----	720.00	-----	-----
R. M. Mahana	do	June 1, 1895	-----	-----	720	-----	55.38	-----	-----
James D. Murphy	do	do	-----	-----	720	-----	3.95	-----	-----
John McCann	do	June 27, 1895	-----	-----	720	-----	300.13	-----	-----
Wm. W. McCombs	do	July 1, 1893	-----	-----	720	-----	720.00	-----	-----
Richard Nichols	do	May 16, 1893	-----	-----	720	-----	720.00	-----	-----

Do	Tagger	Jan. 16, 1895	720	590.79	
Do	Stock examiner	May 16, 1895	900	900.00	
J. H. Richardson	do	May 3, 1894	900	872.62	
A. E. Wagner	do	May 1, 1894	900	655.65	
W. N. West	do	Nov. 19, 1894	900	75.80	
D. C. Wood	do	Jan. 1, 1894	900	900.00	
John Conlon	Clerk	Sept. 1, 1893	900	843.75	
Do	Tagger	Nov. 15, 1893	720		
C. H. Morse	Clark	Oct. 1, 1894	900		
Do	Tagger	June 1, 1895	720		
I. N. Vance	Clerk	June 27, 1895	840		
Do	Tagger	Oct. 1, 1893	720		
Charles Adams	do	Nov. 15, 1893	720		
E. W. Bell	do	Feb. 1, 1894	720		
John Colgan	do	Dec. 15, 1893	720		
Bernard Cunningham	do	Apr. 1, 1894	720		
James De Goler	do	Nov. 15, 1893	720		
Robert Fleming	do	Nov. 1, 1893	720		
Harry D. Freeman	do	Feb. 1, 1894	720		
W. E. Frye	do	May 1, 1894	720		
H. B. Gooch	do	* June 17, 1895	720		
Porter J. Hand	do	May 1, 1895	720		
A. J. Henley	do	Oct. 1, 1893	720		
George M. Hughes	do	Nov. 15, 1893	720		
David Hunt	do	Oct. 1, 1893	720		
J. A. Liggett	do	Dec. 21, 1891	720		
M. J. Madden	do	Dec. 15, 1893	720		
G. T. Mann	do	Jan. 22, 1894	720		
Percy O. Perkins	do	Nov. 15, 1893	720		
Daniel S. Platt	do	Feb. 1, 1894	720		
George F. Provost	do	July 1, 1892	720		
J. W. Shannon	do	Apr. 1, 1894	720		
A. M. Thistlethwaite	do	Dec. 15, 1893	720		
Samuel Wright	do	Sept. 1, 1893	600		
Kare H. Baker	Assistant microscopist	do	600		
Ida Bannister	do	June 20, 1892	600		
Amelia Barthels	do	Sept. 1, 1893	600		
Mary Bunce	do	do	600		
Catherine C. Burke	do	do	600		
Mary L. Burke	do	do	600		
May E. Carlisle	do	do	600		
Katie Champlain	do	Oct. 16, 1893	600		
Anna F. Clarke	do	Sept. 1, 1893	600		
M. J. Connell	do	do	600		
May H. Crosby	do	do	600		
Celia Culbison	do	Dec. 1, 1892	600		
Bertha L. Diller	do	Sept. 1, 1893	600		
Josephine Donnelly	do	Sept. 18, 1891	600		
Ella Elliott	do	Dec. 26, 1892	600		
Sallie A. Evans	do	Sept. 1, 1893	600		
Midge Frechette	do	do	600		

* By transfer.

TABLE C.—List of persons employed and disbursements made during the fiscal year ended June 30, 1895—Continued.

Name.	Designation.	Appointed.	Services ended.	Compensation.		Disbursements.			Travel- ing.	Miscel- lanous.
				Per diem.	Per annum.	Miscellaneous items.	Salaries.			
MEAT INSPECTION—cont'd.										
Kansas City—Continued.										
Sallie B. Griffin.....	Assistant microscopist	Sept. 1, 1893			\$600		\$385.18			
Mary Henry.....	do	do			600		391.86			
Lizzie M. Henshall.....	do	Dec. 27, 1892			600					
Minnie C. Hower.....	do	Sept. 1, 1893			600		337.98			
Lillie C. Hughes.....	do	do	Apr. 30, 1895		600		174.87			
Sallie Hughes.....	do	May 1, 1895			600		64.29			
Herman J. Kelley.....	do	Sept. 1, 1893			600		388.53			
Rosa Le Fond.....	do	do			600		391.88			
Tessie Linderman.....	do	June 23, 1892			600		403.38			
Angie Mackey.....	do	Oct. 18, 1892			600		231.56			
Kate Martana.....	do	Jan. 11, 1893			600		377.01			
Ida Bell o Martin.....	do	Nov. 15, 1893			600		378.64			
Margaret Mertell.....	do	Sept. 1, 1893			600		329.70			
Bertha Morse.....	do	Sept. 18, 1891	Jan. 10, 1895		600		582.13			
Maria P. Mullan.....	do	Sept. 1, 1893			600					
Anna Mundy.....	do	Dec. 27, 1892			600		357.23			
Mary McCarty.....	do	June 1, 1892			600		377.14			
Caroline McKensie.....	do	Sept. 1, 1893			600		367.12			
Nellie E. O'Dowd.....	do	do			600		324.61			
M. Alice Ogden.....	do	June 16, 1893			600					
Nora Osborne.....	do	Jan. 1, 1893			600		67.83			
Ocy Grace Phillips.....	do	Dec. 27, 1892			600					
Tracy Schaeffer.....	do	Jan. 1, 1893			600					
Vevie V. Shaw.....	do	do			600					
Junie H. Stout.....	do	Sept. 1, 1893	Jan. 10, 1895		600		136.95			
Stella Sweet.....	do	June 16, 1893			600		375.41			
Emma J. Torrence.....	do	Sept. 11, 1893			600		375.41			
Jennie Tunstall.....	do	Sept. 1, 1893			600		378.75			
Florence E. Wheatley.....	do	July 1, 1893	Jan. 10, 1895		600					
Mary de L. White.....	do	May 22, 1893	do		600		76.63			
Marion Williams.....	do	Sept. 1, 1893			600		371.85			
Martha L. Wisdom.....	do	Oct. 1, 1893			600		247.13			
Fannie B. Woodson.....	do	do			600		376.96			
Emma M. Wyatt.....	do	do			600		335.30			
C. Hodges.....	do	do			600		397.41			
W. M. Stewart.....	Janitor	Aug. 1, 1892		* \$55.00			26.00			
L. B. Scott.....	Laborer	July 1, 1894		2.00			134.00			
E. P. Bridges.....	do	do		2.00			44.00			

Alfred Adams.....	do	2.00	18.00				
G. A. Franklin.....	do	2.00	70.00				
T. C. Sappington.....	do	2.00	44.00				
M. Thompson.....	do	2.00	20.00				
James Cathel.....	do	2.00	10.00				
A. O. Stoltzing.....				Gasoline, etc.		\$53.75	
A. C. Fulkerson.....				Towel supply		60.13	
G. W. Tourtellott.....				Office rent		540.00	
Thomas Manufacturing Co.				Interstate meat - inspection tags.		70.00	
Standard Supply Co.				Lead seals		280.00	
A. Hoen & Co.				Interstate meat - inspection stamps		225.00	
H. C. Liepsner.....				Canceling stamps, etc.		5.00	
F. P. Burnap.....				Stationery		13.75	
Chas. O. Brockway.....				Interstate meat - inspection stamps.		798.00	
E. J. Brooks & Co.				Lead seals		238.00	
Baltimore and Ohio Southwestern Rwy. Co.				Freight		12.28	
Dennison Manufacturing Co.				Interstate meat - inspection tags.		1,496.50	
Chicago Car Seal and Manufacturing Co.				Lead seals		2,945.00	
W. A. Griswold.....				Soap		4.75	
Evans Gallagher Drug Co.				Varnish, etc.		139.67	
Chicago and Alton R. R. Co.				Freight		78.46	
Vandalia Line.....				do		88.78	
Liepsner & Mathews.....				Band dater and stamps.		2.90	
James Sullivan.....				Coal		49.75	
W. H. Creed.....				Record books		17.25	
A. Klein.....				Soap		7.18	
Percy Donglass.....				Stationery		8.80	
Kansas City, St. Joseph and Council Bluffs R. R. Co.				Transportation, Airth		\$5.75	
Hannibal and St. Joseph R. R. Co.				Freight		10.14	
Sioux City and Pacific R. R. Co.				Transportation, Airth		2.27	
Chicago and Northwestern R. R. Co.				do		.64	
R. S. McCurdy.....				Towel supply			
Lincoln, Nebr.				Total	\$62,056.38	54,780.54	10.66
Wilfred D. Robbins.....	Inspector						
John P. Higgins.....	Tagger	1,200				403.30	4.25
Chicago Car Seal and Manufacturing Co.		720				242.00	10.00
Missouri Pacific R. R. Co.				Lead seals			
				Transportation, Robbins.			1.74

* Per month.

† By transfer.

